

B3075-1

1 9 8 5 - 1 9 9 9

OUTLOOK

FOR

COMMERCIAL

AIRCRAFT

Comments and questions may be addressed to Marketing Strategic Plans (18-70),
Douglas Aircraft Company, 3855 Lakewood Boulevard, Long Beach, CA 90846, U.S.A.

SEPTEMBER 1985



TABLE OF CONTENTS

	PAGE
Introduction	1
Forecast Synopsis	3
Economic Overview	4
Passenger Traffic	7
Passenger Capacity	11
Passenger Fleet	21
Cargo Traffic/Capacity	29
Cargo Fleet	33
Appendices	
A. Definitions	38
B. Traffic Detail	41
C. Passenger Aircraft Requirement, 1985-1999	45

INTRODUCTION

This report, prepared by Marketing Strategic Plans, presents Douglas Aircraft Company's 1985 fifteen-year outlook for commercial air transportation for the period 1985 through 1999.

This year the passenger aircraft forecast consisted of an analysis of 96 individual airlines. An additional 97 airlines were aggregated into five regions based on the domicile of the airline — Europe, Pacific/Asia, Middle East, Africa, and Latin America.

Also included in the outlook is a section devoted to cargo. The analysis includes all-freighter service, belly-pit cargo, and combi aircraft service that has both belly-pit and main deck cargo.

FORECAST SYNOPSIS

This report, titled the Outlook for Commercial Aircraft, summarizes the Douglas Aircraft Company's forecast of the long-term commercial aircraft marketplace.

Last year marked the long awaited resumption of airline profits. Continued financial improvement is anticipated during 1985. This recovery is expected to allow the world's airlines to begin the replacement of older, less fuel-efficient airplanes.

Besides the sizable replacement market, the forecast indicates that available seat-kilometers will double within the next 15 years. The increase in capacity is in response to a 6.3 annual percent increase in passenger traffic, as measured by revenue passenger-kilometers.

Our forecast contains traffic forecasts by region of the world. For example, the United States domestic market is anticipated to grow by 5.3 percent annually, while the fastest growing region is projected to be the North and Mid-Pacific at 9.4 percent per year.

Douglas forecasts that 5,437 new passenger aircraft, beyond those currently on order for delivery, are required to meet the replacement and growth needs of the world's airlines. These airplanes represent an investment by the airlines of 248.8 billion 1985 dollars.

By class of aircraft, the units are dominated by the 100- and 150-seat markets. Yet from a dollar standpoint, the long-range wide-body aircraft account for over 40 percent of the total investment requirements.

Regionally, the largest market for new passenger equipment is in the United States, with 2,153 units forecast through 1999.

This year's forecast of 5,437 new passenger aircraft is an increase over last year's 15-year forecast of 4,716 new passenger aircraft. The increase is attributed to the continuing trend toward smaller aircraft (hence more units for a given level of capacity) and a modestly higher forecast of total required capacity.

ECONOMIC OVERVIEW

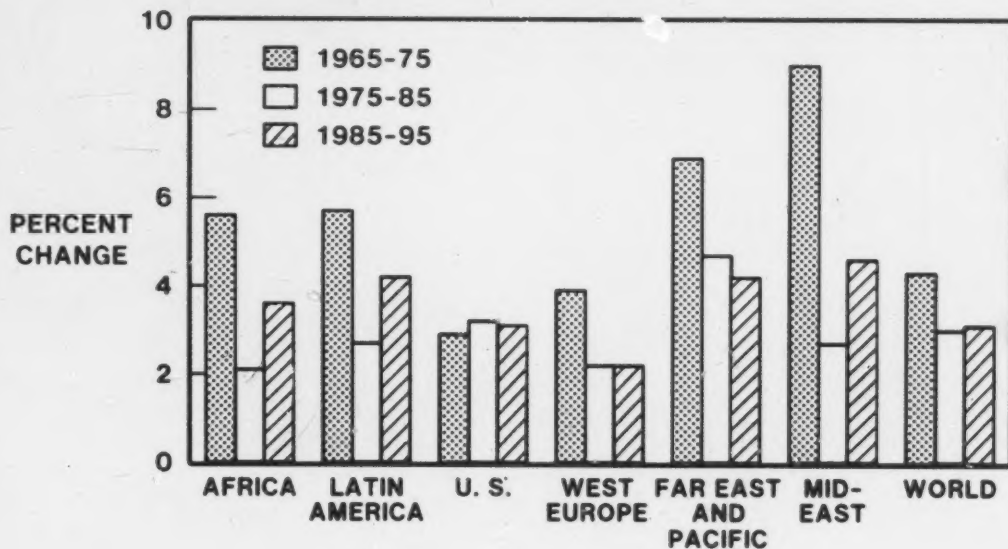
After the slow economic growth of the 1978-82 period and a lackluster recovery in 1983, the world economy came to life in 1984. The United States economy pulled many other nations toward prosperity. In 1984, as the world economy grew at a 4.1-percent rate, the United States economy grew at an unprecedented rate of 7 percent. This growth, coupled with a high-valued dollar, sparked a dramatic increase in world exports to the United States, resulting in a \$100.6 billion U.S. current account deficit.

Even as the world experienced solid economic growth, some regions remained mired in an economic slowdown. The best growth rates occurred in the United States, Canada, Mexico, and the Asia/Pacific Basin countries. Europe's economic performance was disappointing with gross domestic product (GDP) rising just 2.3 percent in 1984. While lower than Europe's economic performance, Latin America's growth of 2.25 percent was better than originally expected. Growth in Latin America was largely the result of Brazil's and Mexico's economic strength. In terms of economic growth, both Africa and the Middle East are slipping behind the other regions. The African economies recorded a year of 0.76-percent growth, which almost equals the average growth rate for this region over the last decade. Low economic growth combined with Africa's population increase of 31 percent from 1975 to 1984 greatly contributed to the region's current plight. With an economic growth of -1.47 percent, the Middle East failed to share in world growth for the second consecutive year.

Inflation is expected to remain under control for the forecast period. Selected countries are likely to experience inflation rate increases above those consistent with long-term economic growth. In general, high unemployment rates, ample plant capacity, increasing productivity, intensifying worldwide competition, and low energy prices will help keep the lid on inflation.

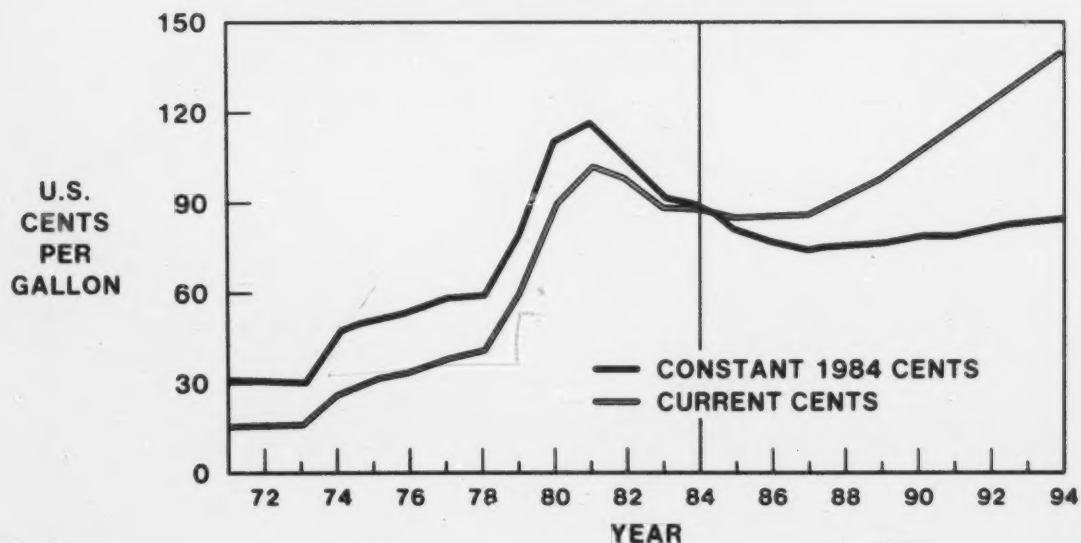
In world oil markets, the past year has been one of continued weakening in the dollar price of oil. However, despite a fall in the dollar price of oil, many countries experienced a rise in the price of oil, as the rise in the value of the dollar more than offset the fall in the dollar oil price. The past year's decline in the real price of oil is likely to continue for the next several years. Pressures continue to mount on OPEC as worldwide demand remains sluggish and supplies ample. From a production level of 10 million barrels a day several years ago, Saudi Arabia has cut its production to 2.5 million barrels a day. Unfortunately for OPEC, Saudi crude production cutbacks have been more than balanced by non-OPEC production increases. Given the extent of the Saudi cutback and the increased supplies, further OPEC reductions in supply are not expected. Real oil prices are forecast to drop over the next several years and then gradually increase with world economic growth and a reduction in the value of the dollar.

REGIONAL ECONOMIC OUTLOOK LONG-TERM GROSS DOMESTIC PRODUCT



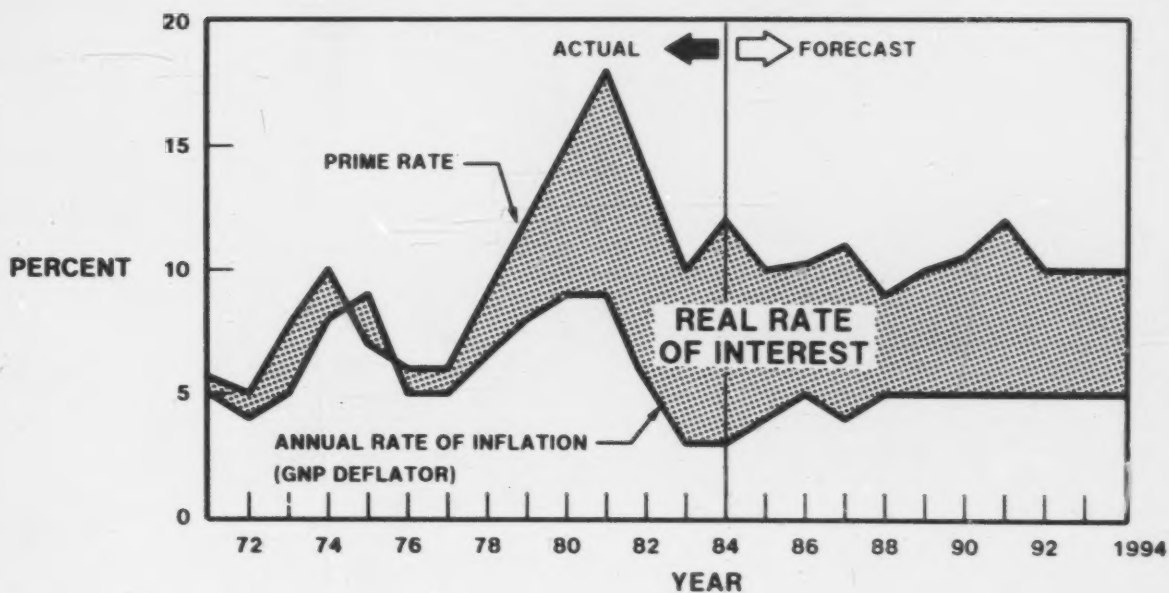
CA673BW 45

U.S. JET KEROSENE PRICES JANUARY 1985 WHARTON REAL OIL PRICE AND MDC INFLATION FORECASTS USED



CB723BW 26

UNITED STATES INTEREST RATE PRIME RATE CHARGED BY BANKS



Passenger Traffic

TRAFFIC FORECAST METHODOLOGY

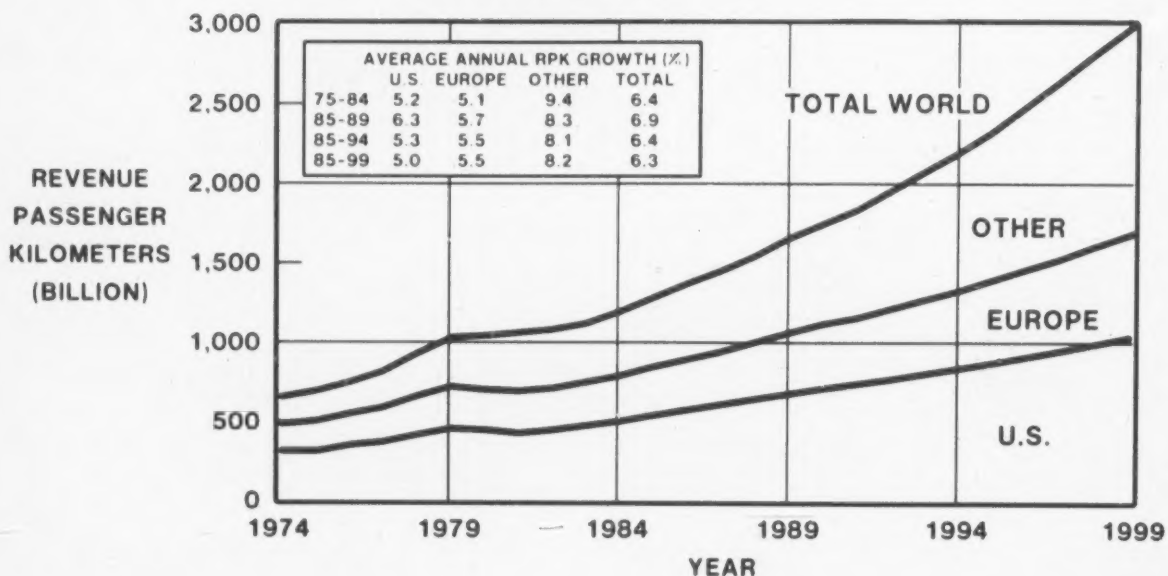
Economic forecasts of individual countries are developed utilizing the Wharton Economic Forecasting Associates World Model and based upon Douglas Aircraft assumptions. This process is used for projections of 50 separate economies with an additional 40 countries forecast separately. With the use of econometric analyses, the forecast is then used to develop passenger and cargo forecasts for 32 separate regions as defined by the International Air Transport Association (IATA). All forecasts in this publication were made in January 1985.

PASSENGER TRAFFIC

Traffic growth in 1985 is forecast to be in the 6-percent range. This growth, along with a continuing increase in yield and fleet productivity, should result in a positive economic year for the airline industry.

The 193 airlines in the study group will have an average annual traffic growth rate of 6.3 percent over the next 15 years (1985-1999). By 1989, the average world load factor is expected to reach 65-percent, an industry high achieved once before in 1979.

PASSENGER TRAFFIC ALL SERVICES



CA723BW 02

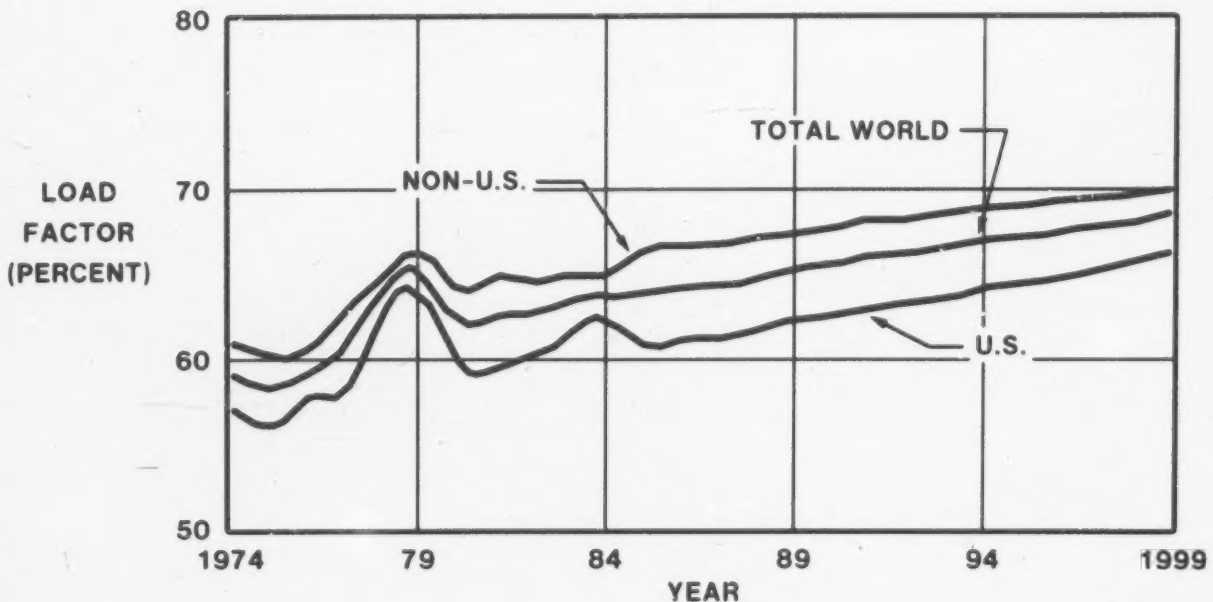
LOAD FACTORS

Load factors are assumed to increase through the study period to a 68-percent average, which is believed to be necessary for the airlines to continue their return to financial stability. The airlines will continue to increase load factors and yields to offset rising costs. A forecast load-factor increase also accommodates probable future fare wars with resultant higher traffic. For the U.S. airlines, there is a load-factor decrease from 62.3 percent in 1984 to 60.7 percent in 1985, which reflects the continued competition generated by deregulation on the U.S. domestic routes.

U.S. REGIONAL LOAD FACTORS (PERCENT)

	1985	1986	1987
ATLANTIC	65.9	65.8	65.9
DOMESTIC	59.7	60.0	60.2
LATIN AMERICA	60.0	60.3	60.6
PACIFIC	63.8	64.4	64.4
TOTAL	60.7	61.0	61.2

AVERAGE PASSENGER LOAD FACTORS ALL SERVICES



CA723BW 04



Passenger Capacity

PASSENGER CAPACITY

The forecast capacity requirement (of available seat-kilometers) is satisfied by existing equipment (minus retirements), orders and options, projected used aircraft acquisitions, and new aircraft by generic class.

The existing equipment (minus retirements) and the orders/options provide 99.6 percent of the capacity requirements in 1985. By 1999, this equipment will satisfy less than 25 percent of the capacity requirements.

It should be noted, however, that the capacity requirements are not satisfied strictly by adding aircraft units. The productivity of the existing equipment is analyzed and projections are made for realistic productivity gains both on existing and future equipment.

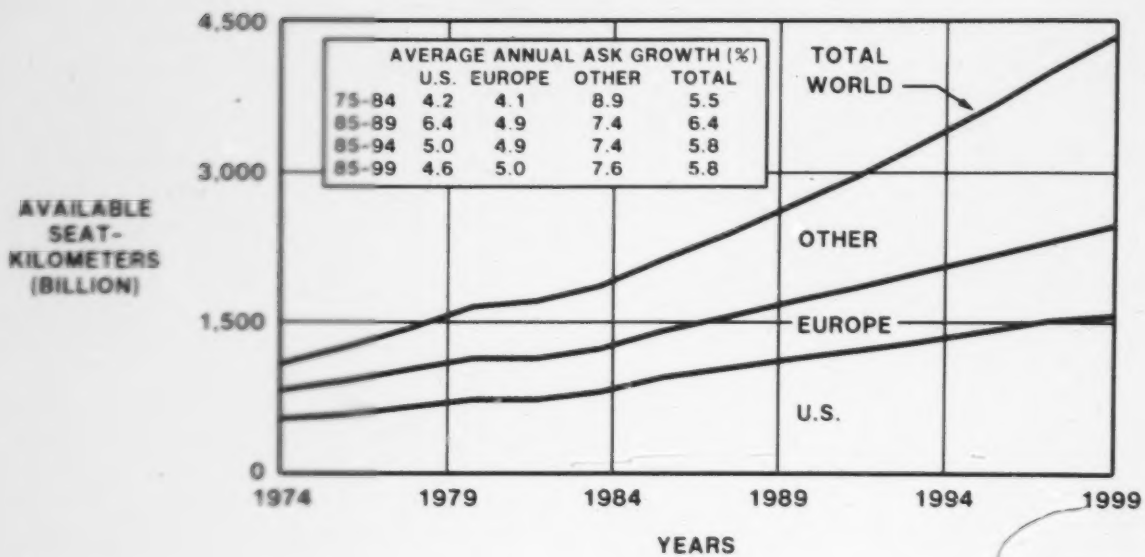
AVAILABLE SEAT-KILOMETERS CAPACITY REQUIREMENT FORECAST

With load factors increasing, the average annual ASK growth is smaller than the RPK traffic projections.

TOTAL AVERAGE ANNUAL GROWTH (PERCENT)

	<u>RPK</u>	<u>LOAD FACTOR</u>	<u>ASK</u>
1975-84	6.4	0.8	5.5
1985-89	6.9	0.4	6.4
1985-94	6.4	0.5	5.8
1985-99	6.3	0.5	5.8

PASSENGER CAPACITY REQUIREMENT ALL SERVICES



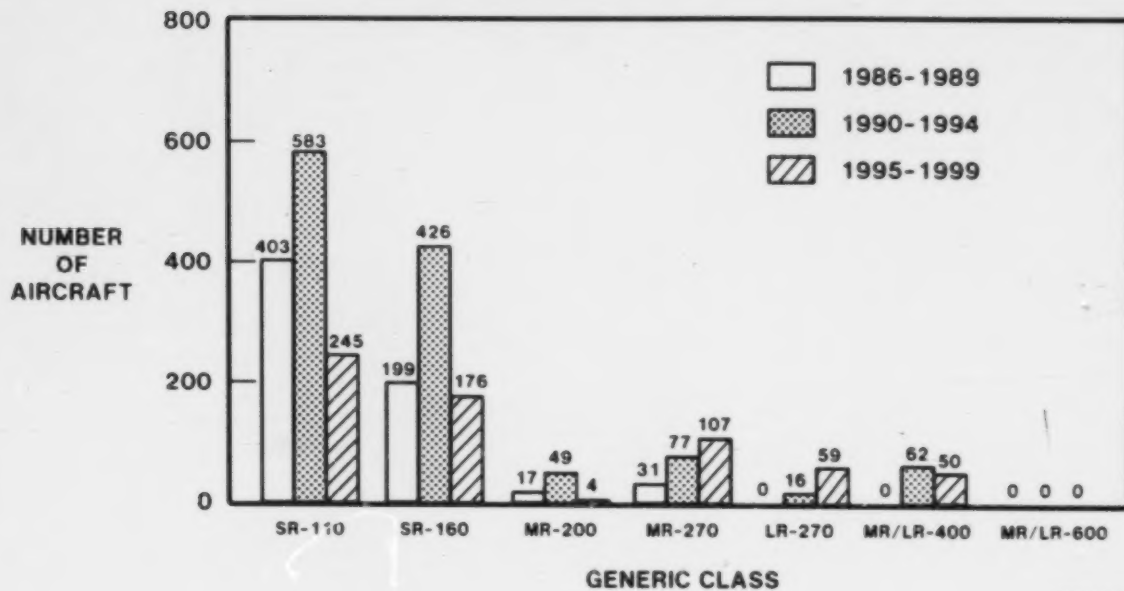
CB723BW 22

RETIREMENTS

Retirements were considered on an individual airline basis for the 96 airlines analyzed in detail. The general trend over the last few years has been to retain existing equipment. As airlines achieve financial stability, however, older fleets are being phased out in favor of new equipment with better operating economics. In general, standard-body aircraft were retired at 20 to 23 years while wide-body equipment was retired at 22 to 25 years.

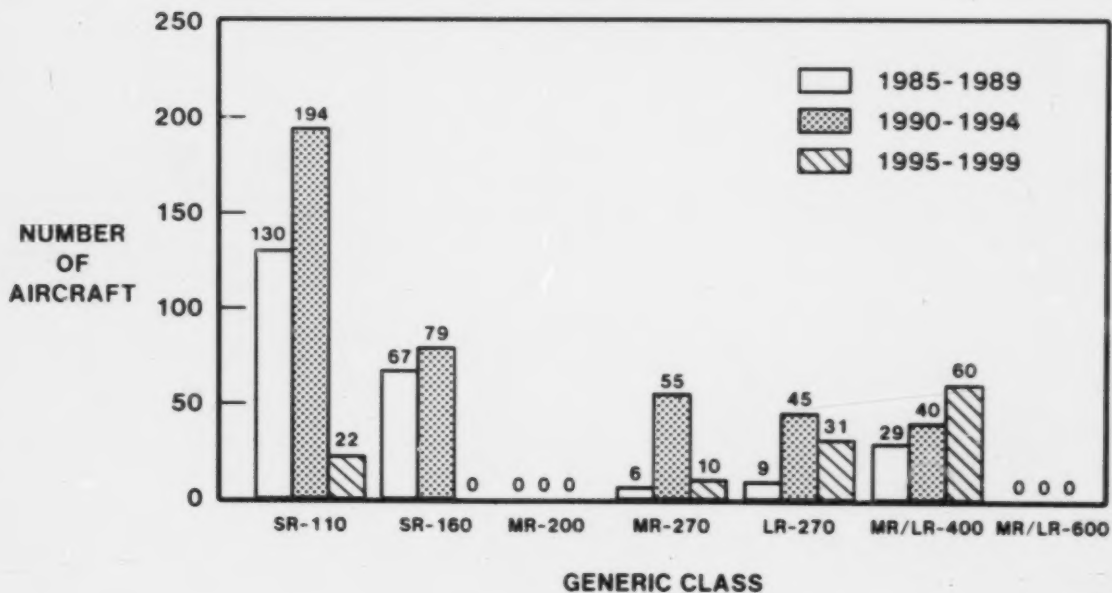
A portion of the retired aircraft was assumed to be reabsorbed into the study group airline fleets as used equipment. Equipment listed as retired is considered to be no longer in service in the study group.

PASSENGER AIRCRAFT RETIREMENTS BY GENERIC CLASS



CB723BW

PROJECTED USED PASSENGER AIRCRAFT AVAILABILITY BY GENERIC CLASS

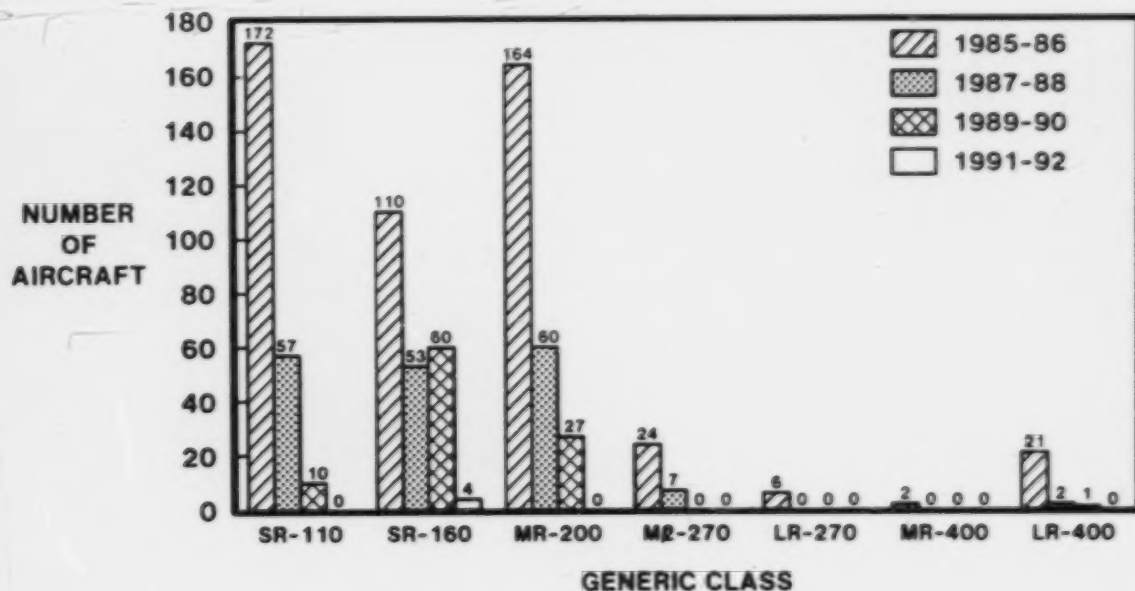


CB723BW 20

ORDERS AND OPTIONS

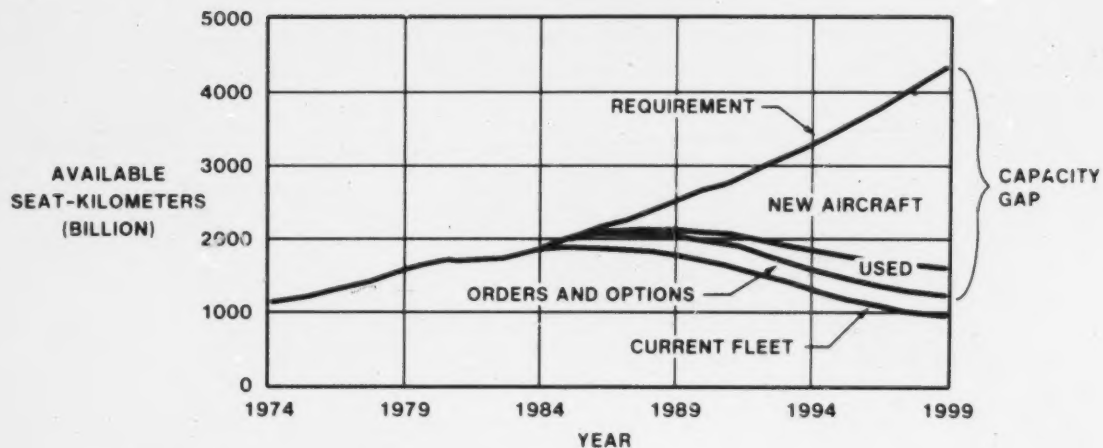
Announced firm orders and options were included on an individual airline basis using these guidelines: if the addition of new capacity had been required at known delivery dates based on traffic growth or planned retirements, firm orders were included; if the addition of new capacity at known delivery dates had resulted in excess capacity, firm orders were delayed. Options were also included under similar guidelines (except that options were assumed to be canceled rather than delaying deliveries) if inclusion of options at known delivery dates would have resulted in excess capacity.

ORDERS AND OPTIONS BY GENERIC CLASS



CA7738W 10

TOTAL PASSENGER AIRCRAFT CAPACITY SUPPLY FORECAST ALL SERVICES



* 1983 NON-U.S. ASKs ARE ESTIMATED

CB723BW 17

ASK GROWTH

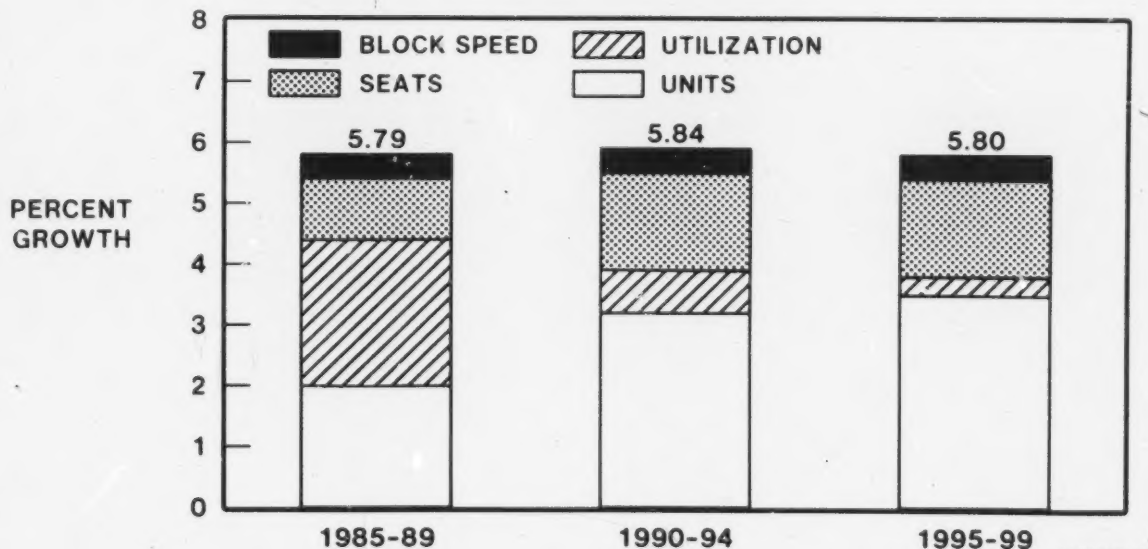
The capacity requirements in terms of available seat-kilometers are satisfied by changes to utilization, seat size, and aircraft units.

The block speed is also part of the productivity equation, but its slight growth is the result of assumed shifts in the airlines' route structures.

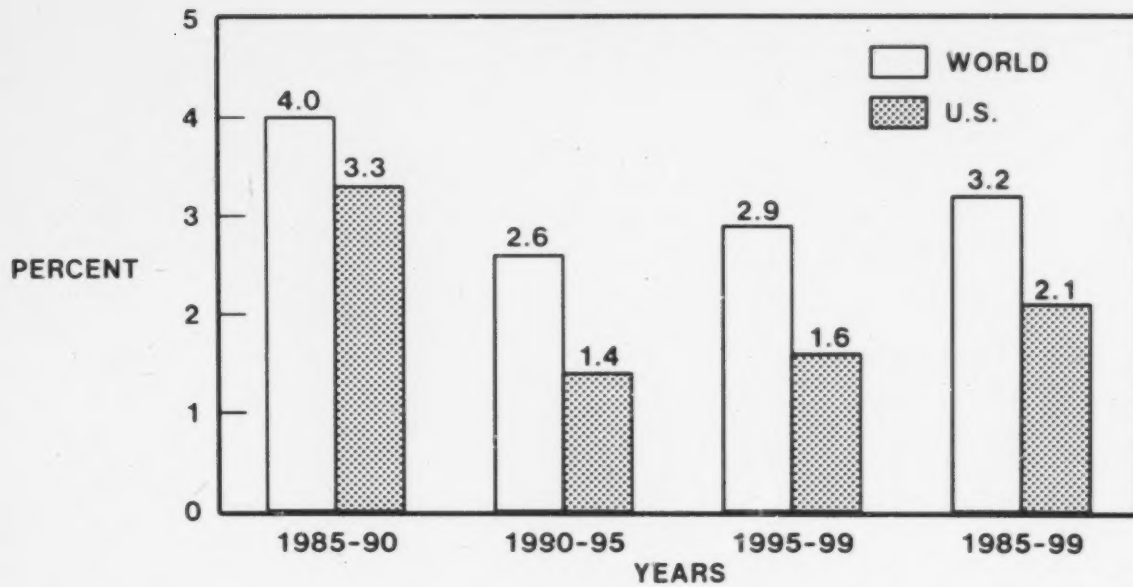
In the first 5 years of the forecast, productivity increases provide 66 percent of the capacity growth requirements. An increase in aircraft units accounts for the remaining 34 percent. Over the 15-year forecast period, utilization decreases — as a factor — as utilization levels reach projected optimums. Utilization increases provide 41 percent of the additional capacity requirements in 1985-89, 11 percent in 1990-94, and 5 percent in 1995-99. Conversely, unit growth accounts for 34 percent of the additional capacity requirements in 1985-89, 55 percent in 1990-94, and 61 percent in 1995-99.

World departure growth is carefully monitored over the 15-year forecast period and has an average annual growth of 3.2 percent. Growth in the U.S. is 2.1 percent, while Latin America, the Middle East, and Africa experience growth rates higher than the world average.

TOTAL PASSENGER AIRCRAFT AVERAGE ANNUAL ASK GROWTH AND FACTORS SATISFYING THIS GROWTH



**WORLD
DEPARTURE GROWTH
1985 - 1999**

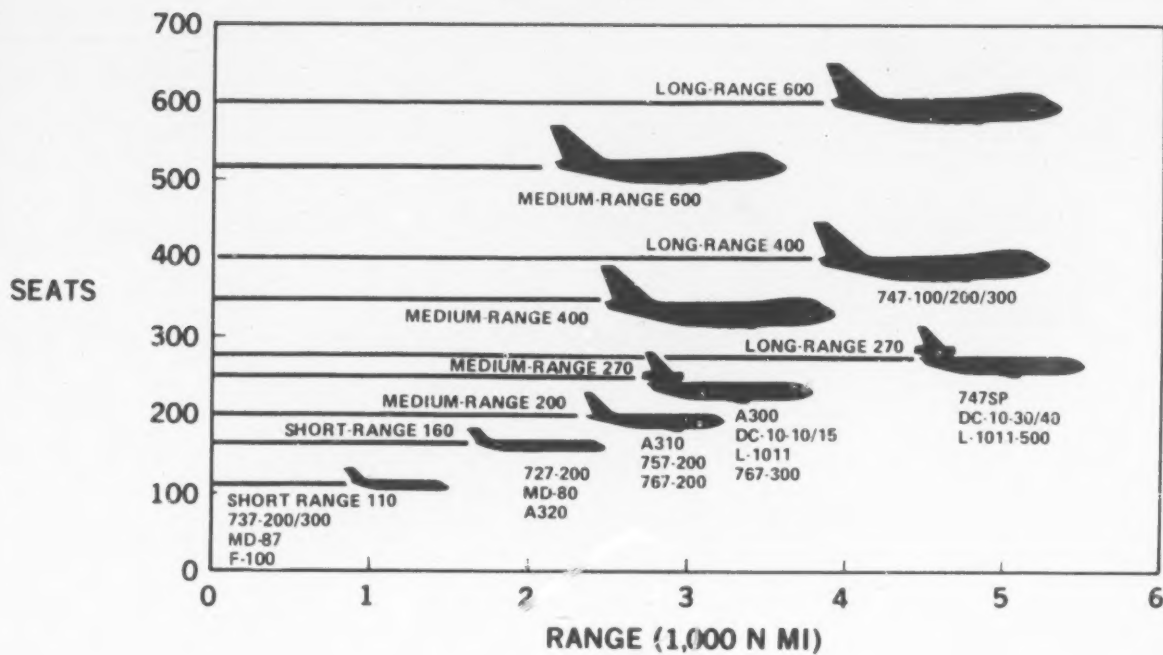


CB723BW 28



Passenger Fleet

PASSENGER AIRCRAFT GENERIC TYPES

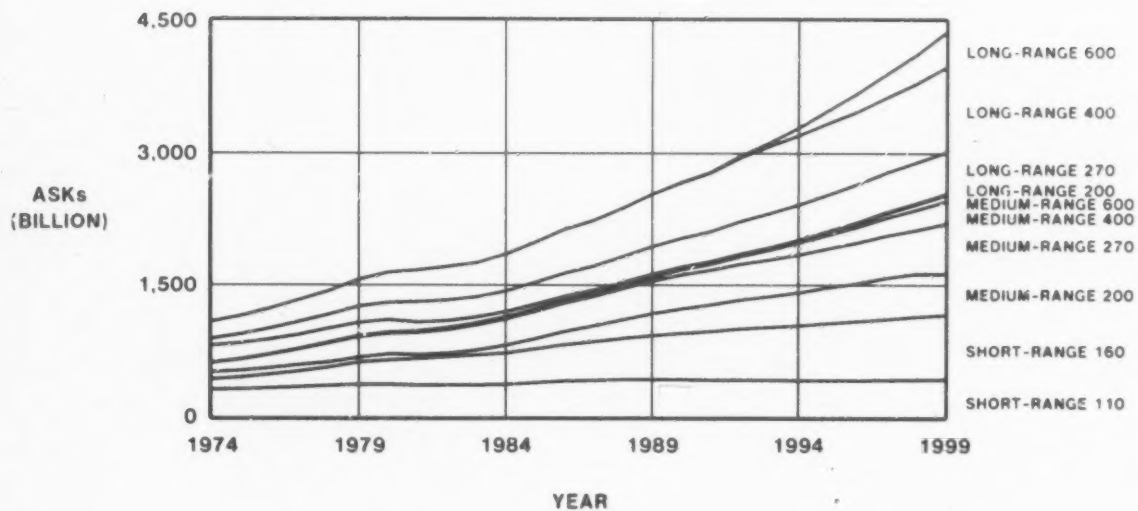


80 GEN 23678G 1C

CAPACITY TREND

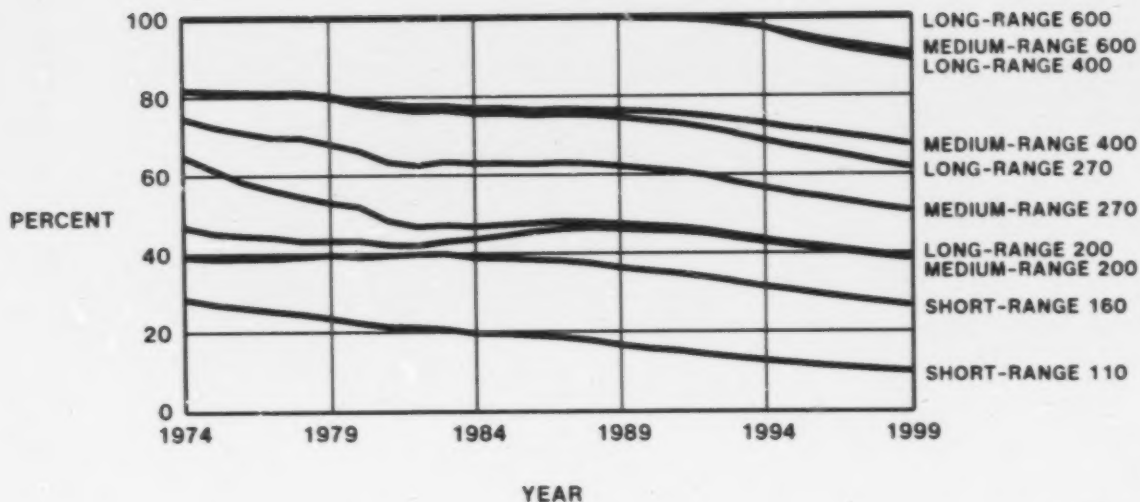
The forecast capacity trend indicates the significant level of available seat-kilometers that will be provided by aircraft of 200 seats and larger by 1999. The 110 and 160 seat class will, however, continue to provide an increasing level of capacity.

PASSENGER AIRCRAFT CAPACITY TREND BY GENERIC CLASS



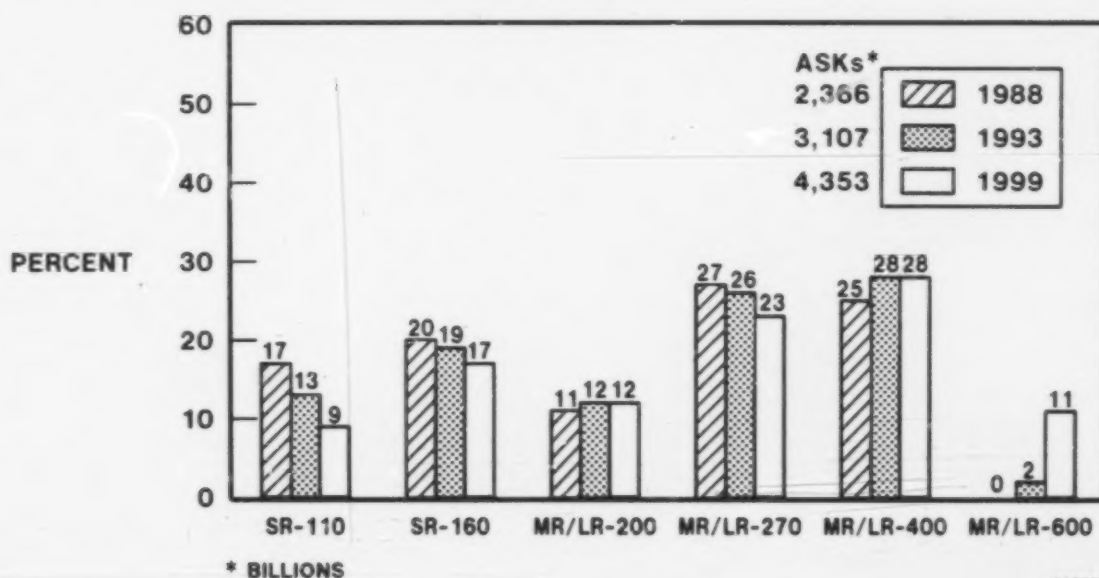
CA723BW 12

PASSENGER AIRCRAFT CAPACITY PERCENTAGES BY GENERIC CLASS



CB723BW 27

FORECAST DISTRIBUTION OF AVAILABLE SEAT-KILOMETERS BY GENERIC CLASS TOTAL WORLD



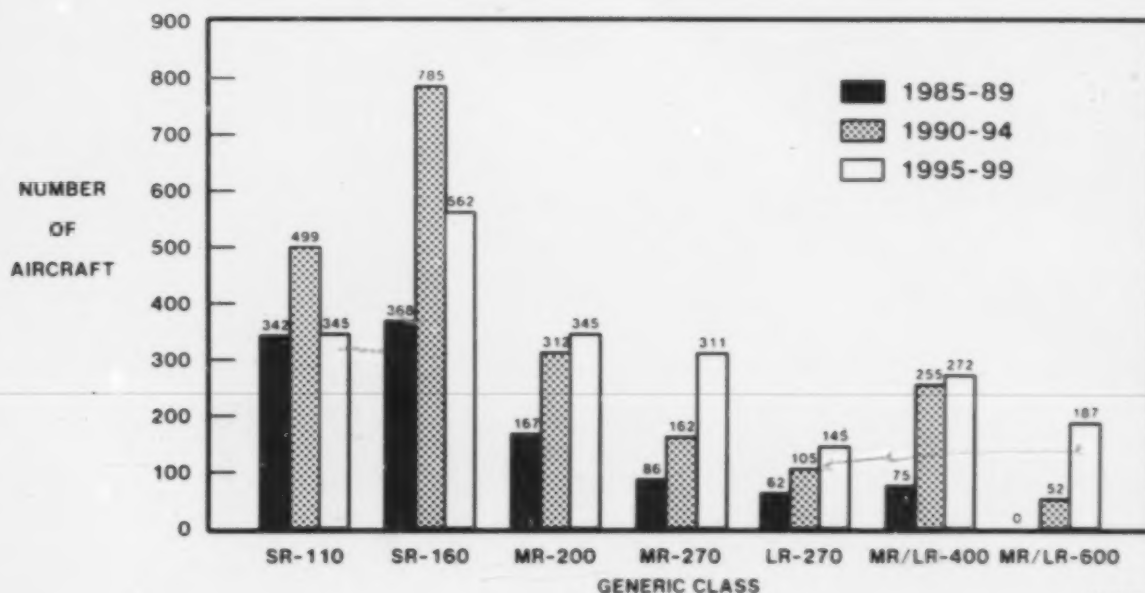
CA723BW 13

NEW PASSENGER AIRCRAFT REQUIREMENTS

The new passenger aircraft requirements are predominantly in the smaller short-range categories during the first 5 forecast years because of the assumed retirements in the short-range generic classes. This trend continues during the 1990-94 time period. In 1995-99, larger aircraft gain favor due, in part, to retirements in the first generation of wide-body categories as well as growing traffic.

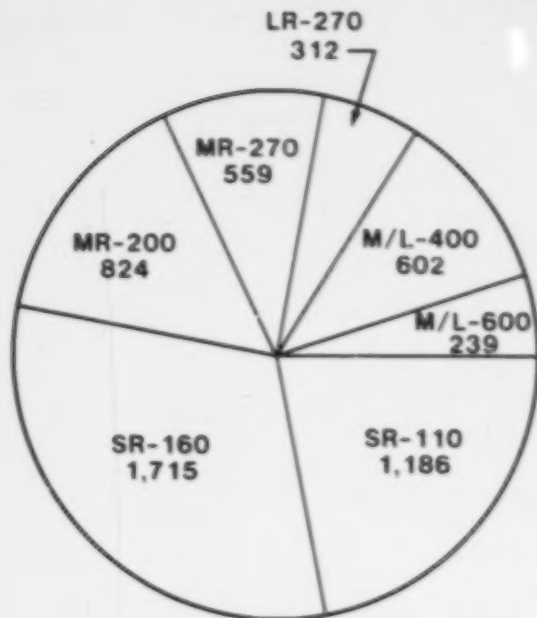
Although the smaller, short-range aircraft account for 53 percent of the aircraft units during the 15-year forecast period, these units account for only 28 percent of the dollar value of equipment purchased (in constant 1985 dollars).

NEW PASSENGER AIRCRAFT REQUIREMENTS BY GENERIC CLASS

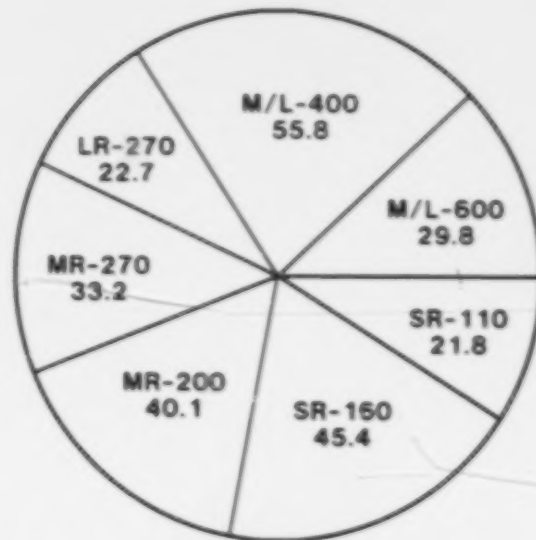


CA723BW C1

NEW PASSENGER AIRCRAFT REQUIREMENTS 1985-1999



5,437 UNITS



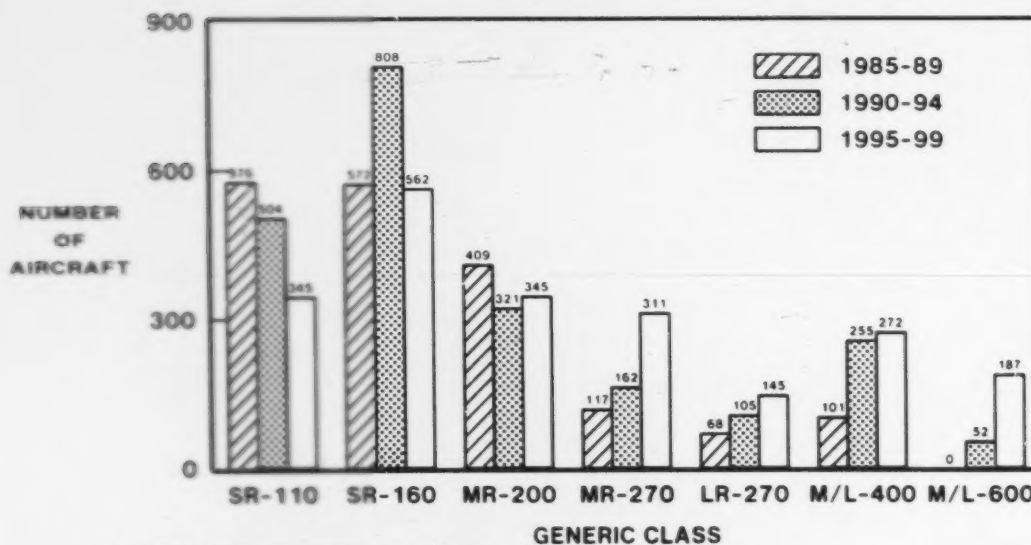
\$248.8 BILLION
(CONSTANT 1985 DOLLARS)

CA7238W 07

PASSENGER AIRCRAFT DELIVERIES

Adding firm orders and expected options to the new aircraft requirements further substantiates the trend toward smaller aircraft in the early forecast years.

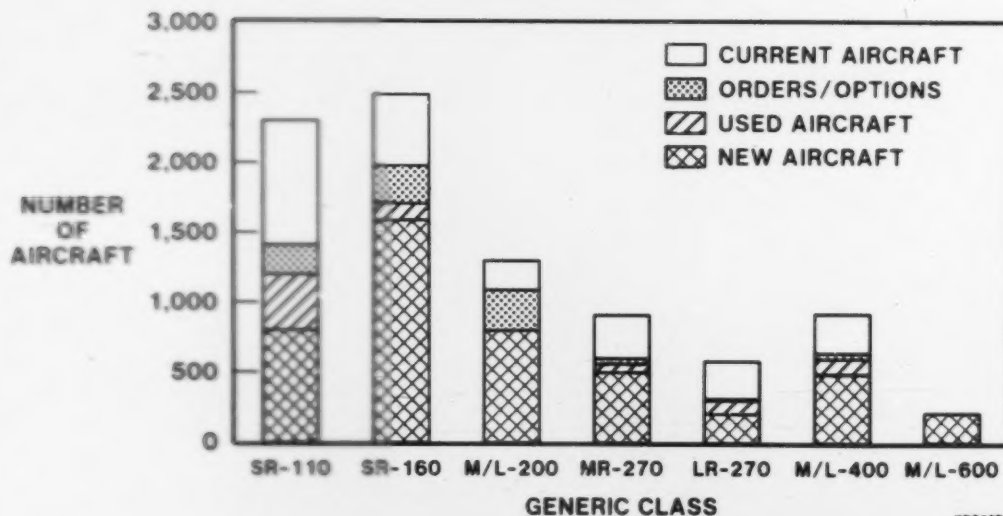
TOTAL PASSENGER AIRCRAFT DELIVERIES * BY GENERIC CLASS



* NEW AIRCRAFT PLUS ORDERS AND OPTIONS

CA723BW 08

TOTAL PASSENGER AIRCRAFT 1999 FLEET COMPOSITION BY GENERIC CLASS



CB723BW 30



Cargo Traffic/Capacity

CARGO

Traffic Forecast

During the 1974-84 period, world air cargo grew at an average annual rate of 7.3 percent. Growth varied from a high of 13.0 percent in 1984 to lows of 1.0 percent in 1975 and 2.0 percent during the recession in 1982. For the period from 1985 to 1999, Douglas forecasts a 6.6-percent average annual growth rate, ranging from a low of 5.2 percent in 1987 to a high of 8.3 percent in 1988.

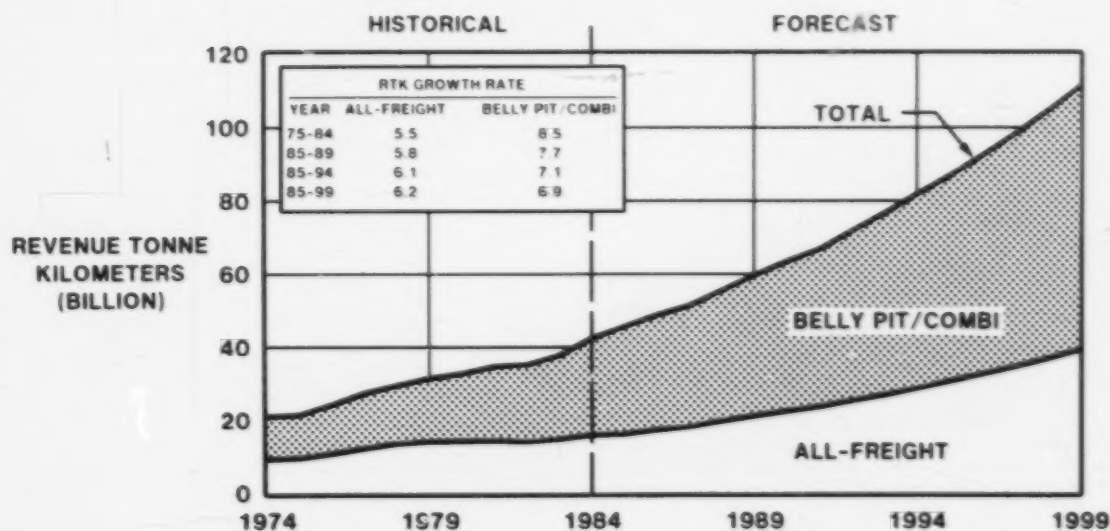
The long-term trend toward increased use of passenger aircraft lower deck compartments and combination aircraft to carry cargo is likely to continue, although at a slower rate. The Total World Cargo Traffic graph shows the passenger and combi service share increased from 60.2 percent in 1974 to 65.2 percent in 1984. The forecast continues this trend to 66.6 percent of the scheduled RTKs in 1999.

Lower deck and combi freight is highly economical when viewed as a passenger transport by-product and has given air carriers the incentive to promote this service. The growth in lower deck traffic is largely the result of substantial increase in capacity and cargo loading systems to accommodate containers and pallets on wide-body aircraft.

However, lower deck freight service offered as a by-product of passenger service cannot satisfy the total demand for cargo service even when discounted substantially.

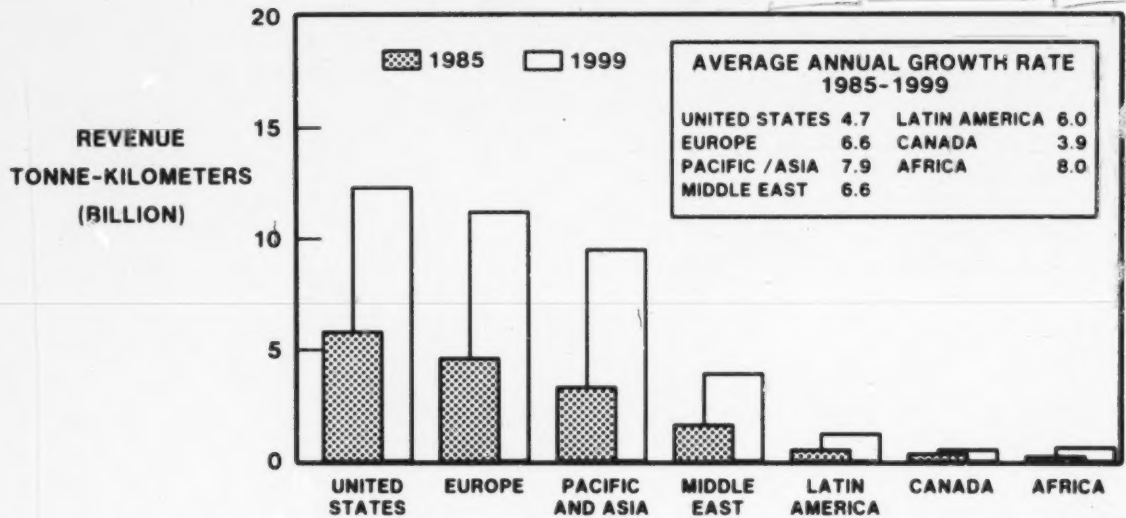
All-freighter service will continue to grow at rates slightly less than the passenger rate. In the forecast, all-freighter RTKs will more than double in this same period.

TOTAL WORLD CARGO TRAFFIC



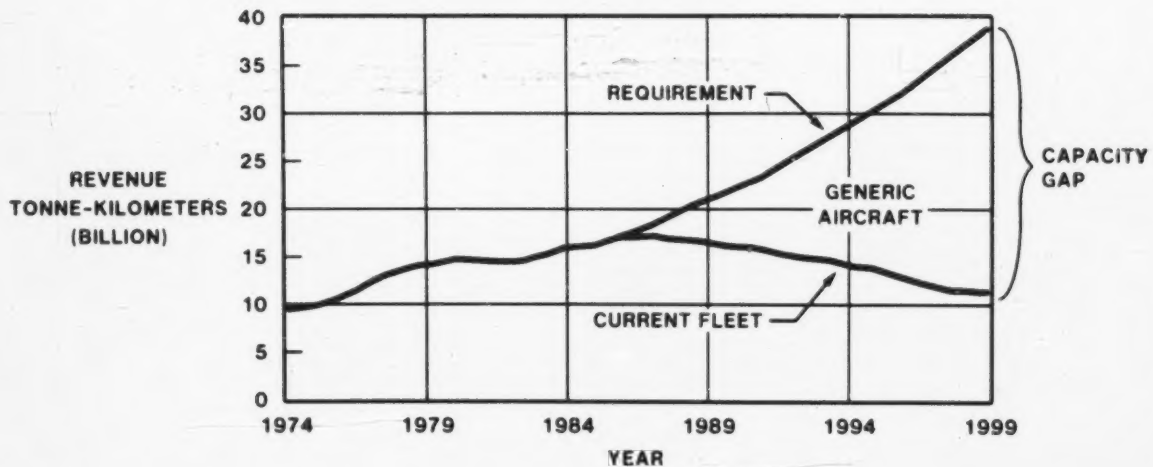
CA723BW 11

ALL FREIGHT REVENUE TONNE-KILOMETERS ALL SERVICES BY DOMICILED AREA



CB723BW 15

REVENUE TONNE-KILOMETERS SUPPLY FORECAST ALL-FREIGHT ALL-SERVICES



CB723BW 21



Cargo Fleet

Cargo Fleet

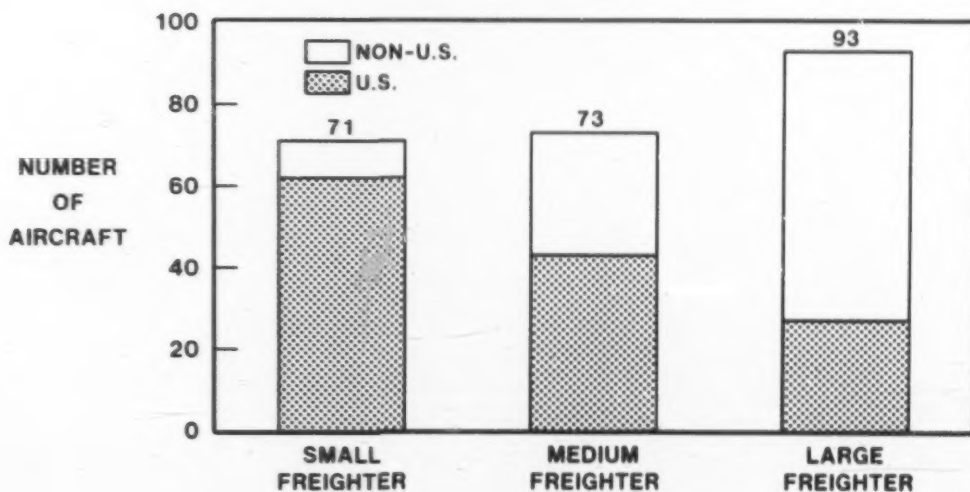
Historically, the biggest barrier to the cargo business over the years generally has been the lack of airplanes deliberately designed for commercial freight and mail operations. This trend is likely to continue in the future.

When retirements are considered, approximately 240 additional freighters will be required to meet cargo growth, while 5,400 additional aircraft will be required to meet passenger growth. There is little justification for developing new uncompromised freighters because the relatively low demand for aircraft is split into three capacity types (small, medium, and large). We believe that a majority of the freighters in the three classes will be converted from used passenger aircraft.

Two prime factors favor the use of converted passenger aircraft rather than new freighter aircraft. First, fuel prices are expected to be relatively stable for the next 10 years; only slight price increases will be caused by increasing demand and inflation. Second, real interest rates — the differential between inflation and the prime rate — are expected to remain considerably higher than the 2- to 3-percent differential experienced in the past. In addition to fuel and interest rates, these conversions make sense when utilization and yields are not high enough to justify new freighters. The installation of hush kits or re-engining of older narrow-body freighters will bring them back to life after being counted out by noise regulations. Wide-body aircraft, after being withdrawn from passenger service, can provide anywhere from 10 to 20 years of freighter service, depending on their flight time, through extended-service-life programs.

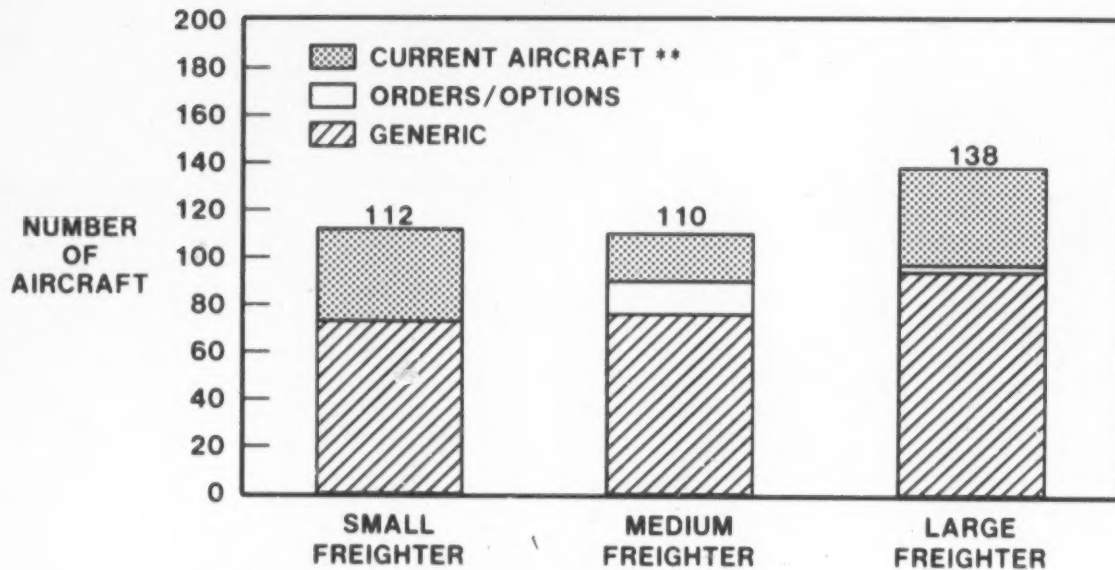
New freighters will continue to have their niche, providing premium service during prime time, hauling special cargo, and operating on routes with high demand. These freighters will be employed where utilization and yields are high.

**FREIGHTER
GENERIC AIRCRAFT
BY DOMICILED AREA
1985 - 1999**



CR723BW 24

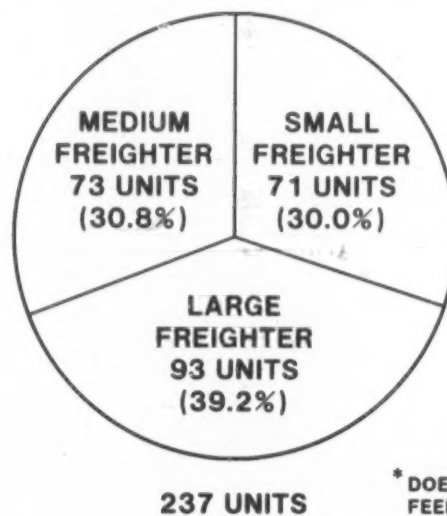
FREIGHTER AIRCRAFT 1999 FLEET COMPOSITION* BY GENERIC CLASS



* DOES NOT INCLUDE FEEDER/NON-JET AIRCRAFT
 ** AIRCRAFT IN FLEET AS OF 31 DECEMBER 1984

CB723BW 29

FREIGHTER DEMAND*



* DOES NOT INCLUDE
FEEDER/NON-JET AIRCRAFT

CA723BW 06

Appendices

ALL-FREIGHT SERVICE — Refers to the flights performed by aircraft carrying loads other than passenger — i.e., freight and mail — and excludes all flights carrying one or more revenue passengers and flights listed in schedules as providing any passenger service.

AVAILABLE SEAT-KILOMETERS — The product obtained by multiplying the number of passenger seats available on each flight stage by the flight stage distance.

BELLY-PIT RTKs — Freight carried below the main deck (in the belly) on a passenger flight or freight on the main deck and in the belly pit in combi operations.

CURRENT FLEET — Aircraft on hand as of December 31, 1984.

DOMICILED AREA — A geographic definition used to aggregate the total system traffic of all carriers whose home base lies within the geographic area.

GENERIC AIRCRAFT — A broad definition of seat size and range characteristics of current and future aircraft. The following lists the generic aircraft and typical annual capacity (ASKs in millions). The table lists of all specific aircraft members of each passenger class.

PASSENGER TYPES

SHORT-RANGE 110 — Low seating capacity (60-135) with a range up to 1,500 nautical miles. (168)

SHORT-RANGE 160 — Seating from 136-175 with a range of 2,500 nautical miles. (282)

MEDIUM-RANGE 200 — Primarily a wide-body class with seating capacity from 176-225 and a range of 2,500 nautical miles. (418)

MEDIUM-RANGE 270 — Wide-body class seating from 226-310 with a range up to 3,500 nautical miles. (611)

LONG-RANGE 270 — A high capacity, wide-body class offering 226-310 seats with a range spanning 3,500-6,000 nautical miles. (747)

MEDIUM-RANGE 400 — Exclusively wide-body class with seating capacity from 311-470 and a range from 3,500-6,000 nautical miles. (1116)

LONG-RANGE 400 — High capacity, wide-body class with seating capacity covering 311-470 and with a range from 3,500-6,000 nautical miles. (1376)

MEDIUM-RANGE 600 — Stretched, high-capacity, wide-body class with seating capacity spanning 471-600 and with a range up to 4,500 nautical miles. (1608)

LONG-RANGE 600 — High-capacity, wide-body class with seating capacity covering 471-600 and with a range up to 6,000 nautical miles. (2006)

CARGO TYPES

SMALL FREIGHTER — A cargo aircraft with lift capability of 36 metric tons (40 tons) or less. It includes the following types of aircraft: 757, 727-100/200, MD-80, and proposed cargo versions of the new 150-seat aircraft.

MEDIUM FREIGHTER — A cargo aircraft with lift capability between 36 metric tons (40 tons) and 77 metric tons (85 tons). It includes the DC-10, DC-8-70s, and proposed A300, A310 and 767 class aircraft.

LARGE FREIGHTER — A cargo aircraft with lift capability of 77 metric tons (85 tons) and above. It includes the 747 and the proposed MD-11 class aircraft.

NONSCHEDULED SERVICE (Revenue) — Charter flights and special flights performed for remuneration on an irregular basis.

PRODUCTIVITY — Productivity is measured in terms of available seat-kilometers for passenger aircraft and revenue tonne-kilometers for cargo aircraft.

RETAINED (USED) AIRCRAFT — An aircraft that is sold or leased by its operating carrier to another carrier within the study group.

PERMANENTLY RETIRED — An aircraft that is either sold or leased to a carrier outside of the study group or it is assumed scrapped or grounded.

REVENUE PASSENGER-KILOMETERS — Is obtained by multiplying the number of revenue passengers carried on each flight by the flight distance.

REVENUE PASSENGER LOAD FACTOR — Revenue passenger-kilometers expressed as a percentage of available seat-kilometers.

REVENUE TONNE (METRIC TON) KILOMETERS — Is obtained by multiplying the number of revenue metric tons carried on each flight by the flight distance.

SCHEDULED SERVICE (Revenue) — Scheduled flights which are open to use by the public and are performed according to a published timetable, or so regularly or frequently as to constitute a recognizable systematic series, and extra flights occasioned by overflow traffic from the scheduled flights.

SPECIFIC AIRCRAFT — Existing and new types of aircraft for which orders have been contracted with a manufacturer.

PASSENGER AIRCRAFT BY GENERIC CLASS

SHORT-RANGE 110

BAe 146-200	737-300	DC-9-30RC
BAC 1-11-200	CARAVELLE 10B	DC-9-40
BAC 1-11-300	CARAVELLE 10R	DC-9-50
BAC 1-11-400	CARAVELLE 11R	F28-1000
BAC 1-11-475	CARAVELLE 12B	F28-2000
BAC 1-11-500	CARAVELLE 3	F28-3000
727-100	CARAVELLE 6N	F28-4000
727-100C	CARAVELLE 6R	F28-6000
727-100QC	DC-9-10	TRIDENT 1C
737-100	DC-9-10MC	TRIDENT 1E
737-200	DC-9-10RC	TRIDENT 2E
737-200C	DC-9-20	TU-104
737-200QC	DC-9-30	TU-134
	DC-9-30CF	MD-87
		F100

SHORT-RANGE 150

A320
727-200
MD-80
MD-83
MERCURY
TRIDENT 3B

MEDIUM-RANGE 200

A310-100	720	DC-8-30	DC-8-61
A310-200	720B	DC-8-40	DC-8-61CF
A310-300	757-200	DC-8-50	DC-8-63
707-120	767-200	DC-8-50CF	DC-8-63CF
707-120B	COMET 4	DC-8-62	DC-8-63PF
707-138B	COMET 4B	DC-8-62CF	DC-8-71
707-220	COMET 4C	IL-62	DC-8-71CF
707-320	CONCORDE	SUPER VC-10	DC-8-73
707-320B	CV-880	TU-154	DC-8-73CF
707-320C	CV-900A	VC-10	
707-420	DC-8-20		

LONG-RANGE 200

DC-8-63
DC-8-63CF
DC-8-63PF
DC-8-73
DC-8-73CF
767-200ER

MEDIUM-RANGE 270

A300B1	DC-10-10	L-1011-1
A300B2	DC-10-10CF	L-1011-100
A300B2K	DC-10-15	L-1011-200
A300B4	DC-10-30CF	L-1011-500
A300B600	DC-10-30	767-300
A300C4	DC-10-40	
747-SP		
747-200CSCD		
747-200SCD		

LONG-RANGE 270

A300B600	DC-10-30
747-SP	DC-10-30CF
747-200CSCD	DC-10-30ER
747-200FSCD	DC-10-40
747-200SCD	IL-86
	L-1011-500

MEDIUM-RANGE 400

747-100
747-100RF
747-100SR
747-200C
747-200
747-300
747-300C

LONG-RANGE 400

747-100
747-100RF
747-200
747-200C
747-200R
747-300
747-300C

TOTAL

PASSENGER TRAFFIC — HISTORY AND FORECAST (RPKs AND ASKs IN BILLIONS)

SCHEDULED SERVICE						NONSCHEDULED SERVICE					ALL SERVICES				
	ANNUAL GROWTH RATE (RPKs)		ANNUAL GROWTH RATE (ASKs)		LOAD FACTOR	ANNUAL GROWTH RATE (RPKs)		ANNUAL GROWTH RATE (ASKs)		LOAD FACTOR	ANNUAL GROWTH RATE (RPKs)		ANNUAL GROWTH RATE (ASKs)		LOAD FACTOR
YEAR	RPKs		ASKs			RPKs		ASKs			RPKs		ASKs		
1971	390.7	0.0	771.3	0.0	50.6	64.0	0.0	85.7	0.0	74.6	454.7	0.0	857.0	0.0	53.0
1972	452.1	15.7	835.6	8.3	54.1	71.6	11.8	94.3	10.0	75.9	523.8	15.1	930.0	8.5	56.3
1973	519.2	14.8	939.2	12.4	55.2	83.1	16.1	111.7	18.4	74.4	602.4	15.0	1,051.0	13.0	57.3
1974	548.2	5.5	964.6	2.7	56.8	91.7	10.3	120.3	7.6	76.2	640.0	6.2	1,084.9	3.2	58.9
1975	574.1	4.7	1,021.1	5.8	56.2	102.6	11.8	140.6	16.9	72.9	676.8	5.7	1,161.8	7.0	58.2
1976	632.8	10.2	1,101.0	7.8	57.4	106.8	4.0	148.4	5.5	71.9	739.6	9.2	1,249.4	7.5	59.2
1977	696.6	10.0	1,187.7	7.8	58.6	113.6	6.4	146.2	-1.4	77.7	810.3	9.5	1,334.0	6.7	60.7
1978	802.2	15.1	1,287.5	8.4	62.3	117.9	3.7	149.6	2.3	78.8	920.2	13.5	1,437.1	7.7	64.0
1979	910.0	13.4	1,427.0	10.8	63.7	112.0	-5.0	140.3	-6.2	79.8	1,022.1	11.0	1,567.3	9.0	65.2
1980	929.8	2.1	1,524.5	6.8	60.9	101.7	-9.2	130.8	-6.7	77.7	1,031.5	0.9	1,655.3	5.6	62.3
1981	948.2	1.9	1,546.9	1.4	61.3	97.4	-4.2	125.2	-4.2	77.8	1,045.7	1.3	1,672.2	1.0	62.5
1982	972.8	2.6	1,582.0	2.2	61.4	100.0	2.6	129.4	3.3	77.3	1,072.9	2.6	1,711.4	2.3	62.6
1983	1,013.6	4.1	1,629.3	2.9	62.2	103.4	3.3	131.3	1.5	78.7	1,117.0	4.1	1,760.6	2.8	63.4
1984	1,081.8	6.7	1,722.5	5.7	62.8	106.6	3.1	139.4	6.1	76.4	1,188.4	6.4	1,862.0	5.7	63.8
1985	1,159.0	7.2	1,852.2	7.5	62.6	110.4	3.5	137.6	-1.2	80.2	1,270.3	6.8	1,989.9	6.8	63.8
1986	1,254.1	8.1	1,990.9	7.4	62.9	115.1	4.2	142.9	3.8	80.5	1,369.2	7.7	2,133.8	7.2	64.1
1987	1,319.0	5.1	2,089.5	4.9	63.1	120.2	4.3	149.4	4.5	80.4	1,439.2	5.1	2,238.9	4.9	64.2
1988	1,418.4	7.5	2,228.5	6.6	63.6	125.5	4.4	156.2	4.5	80.3	1,543.9	7.2	2,384.7	6.5	64.7
1989	1,523.7	7.4	2,375.7	6.6	64.1	131.1	4.4	162.8	4.2	80.5	1,654.9	7.1	2,538.6	6.4	65.1
1990	1,616.4	6.0	2,503.9	5.4	64.5	136.6	4.2	169.0	3.8	80.8	1,753.1	5.9	2,673.0	5.3	65.5
1991	1,694.7	4.8	2,609.5	4.2	64.9	142.5	4.2	176.1	4.1	80.9	1,837.2	4.8	2,785.7	4.2	65.9
1992	1,808.6	6.7	2,772.1	6.2	65.2	148.5	4.2	184.3	4.6	80.5	1,957.2	6.5	2,956.5	6.1	66.2
1993	1,921.3	6.2	2,926.9	5.5	65.6	154.9	4.2	191.3	3.7	80.9	2,076.2	6.0	3,118.3	5.4	66.5
1994	2,041.7	6.2	3,088.6	5.5	66.1	161.6	4.3	198.3	3.6	81.4	2,203.3	6.1	3,287.0	5.4	67.0
1995	2,170.5	6.3	3,270.7	5.9	66.3	168.7	4.3	208.1	4.9	81.0	2,339.3	6.1	3,478.9	5.8	67.2
1996	2,308.4	6.3	3,463.7	5.9	66.6	176.1	4.3	216.2	3.8	81.4	2,484.6	6.2	3,679.9	5.7	67.5
1997	2,455.5	6.3	3,662.4	5.7	67.0	183.9	4.4	226.9	4.9	81.0	2,639.4	6.2	3,889.4	5.6	67.8
1998	2,613.1	6.4	3,878.5	5.9	67.3	192.0	4.4	238.4	5.0	80.5	2,805.1	6.2	4,117.0	5.8	68.1
1999	2,781.9	6.4	4,106.5	5.8	67.7	200.6	4.4	244.6	2.6	81.9	2,982.6	6.3	4,351.2	5.6	68.5

TOTAL U.S.

PASSENGER TRAFFIC — HISTORY AND FORECAST (RPKs AND ASKs IN BILLIONS)

SCHEDULED SERVICE						NONSCHEDULED SERVICE					ALL SERVICES				
YEAR	RPKs	ANNUAL GROWTH	ASKs	ANNUAL GROWTH	LOAD FACTOR	RPKs	ANNUAL GROWTH	ASKs	ANNUAL GROWTH	LOAD FACTOR	RPKs	ANNUAL GROWTH	ASKs	ANNUAL GROWTH	LOAD FACTOR
		RATE (RPKs)		RATE (ASKs)			RATE (ASKs)		RATE (RPKs)			RATE (ASKs)			
1971	217.6	0.0	446.6	0.0	48.7	34.1	0.0	40.9	0.0	83.3	251.7	0.0	487.5	0.0	51.6
1972	246.4	13.2	463.3	3.7	53.1	31.8	-6.5	38.0	-6.9	83.6	278.3	10.5	501.4	2.8	55.5
1973	264.5	7.3	505.8	9.1	52.3	35.6	11.7	43.5	14.3	81.7	300.2	7.8	549.4	9.5	54.6
1974	266.9	0.8	484.5	-4.2	55.0	33.2	-6.7	43.7	0.3	76.0	300.1	0.0	528.2	-3.8	56.8
1975	267.6	0.2	494.6	2.0	54.1	30.6	-7.6	38.5	-11.8	79.6	298.3	-0.6	533.2	0.9	55.9
1976	293.9	9.8	527.2	6.5	55.7	33.6	9.7	42.0	8.9	80.2	327.6	9.8	569.2	6.7	57.5
1977	317.7	8.1	565.3	7.2	56.2	36.5	8.5	45.1	7.4	81.0	354.3	8.1	610.4	7.2	58.0
1978	372.1	17.1	604.8	6.9	61.5	33.5	-8.3	40.5	-10.0	82.6	405.6	14.4	645.4	5.7	62.8
1979	420.6	13.0	668.7	10.5	62.8	26.1	-22.0	30.7	-24.1	84.9	446.7	10.1	699.5	8.3	63.8
1980	409.9	-2.5	694.4	3.8	59.0	20.2	-22.6	25.6	-16.6	78.8	430.1	-3.7	720.0	2.9	59.7
1981	399.2	-2.6	680.8	-1.9	58.6	17.0	-15.7	21.1	-17.7	80.7	416.2	-3.2	701.9	-2.5	59.3
1982	419.7	5.1	706.2	3.7	59.4	15.2	-10.5	18.7	-11.2	81.3	434.9	4.4	724.9	3.2	60.0
1983	448.6	6.8	737.5	4.4	60.8	18.5	22.0	22.8	21.9	81.4	467.2	7.4	760.3	4.8	61.4
1984	478.4	6.6	772.2	4.7	61.9	18.1	-2.5	25.1	10.2	71.9	496.5	6.2	797.3	4.8	62.2
1985	516.1	7.8	855.0	10.7	60.3	17.8	-1.7	25.1	-0.1	70.8	533.9	7.5	880.2	10.3	60.6
1986	558.3	8.1	919.9	7.5	60.7	18.1	2.0	25.5	1.4	71.1	576.5	7.9	945.4	7.4	60.9
1987	585.8	4.9	962.5	4.6	60.8	18.5	2.2	25.8	1.4	71.7	604.3	4.8	988.4	4.5	61.1
1988	620.2	5.8	1,009.1	4.8	61.4	19.0	2.2	26.3	1.7	72.1	639.2	5.7	1,035.5	4.7	61.7
1989	655.4	5.6	1,059.1	4.9	61.8	19.4	2.2	26.8	1.9	72.3	674.9	5.5	1,085.9	4.8	62.1
1990	685.8	4.6	1,101.2	3.9	62.2	19.8	2.3	27.3	1.6	72.7	705.7	4.5	1,128.5	3.9	62.5
1991	710.2	3.5	1,133.9	2.9	62.6	20.3	2.3	28.2	3.2	72.1	730.6	3.5	1,162.1	2.9	62.8
1992	745.1	4.9	1,184.2	4.4	62.9	20.8	2.3	28.5	1.2	72.9	765.9	4.8	1,212.8	4.3	63.1
1993	778.1	4.4	1,230.4	3.9	63.2	21.3	2.4	29.1	1.8	73.2	799.5	4.3	1,259.6	3.8	63.4
1994	812.7	4.4	1,272.1	3.3	63.8	21.8	2.4	29.6	1.8	73.7	834.5	4.3	1,301.7	3.3	64.1
1995	848.8	4.4	1,323.4	4.0	64.1	22.3	2.4	30.2	2.1	73.9	871.2	4.3	1,353.6	3.9	64.3
1996	886.5	4.4	1,375.3	3.9	64.4	22.9	2.4	31.0	2.7	73.7	909.5	4.3	1,406.4	3.8	64.6
1997	926.0	4.4	1,424.9	3.6	64.9	23.5	2.5	31.5	1.5	74.4	949.5	4.4	1,456.5	3.5	65.1
1998	967.3	4.4	1,480.0	3.8	65.3	24.1	2.5	32.4	2.7	74.3	991.4	4.4	1,512.5	3.8	65.5
1999	1,010.6	4.4	1,536.1	3.7	65.7	24.7	2.5	29.1	-10.2	84.8	1,035.3	4.4	1,565.2	3.4	66.1

TOTAL NON-U.S.

PASSENGER TRAFFIC — HISTORY AND FORECAST (RPKs AND ASKs IN BILLIONS)

SCHEDULED SERVICE						NONSCHEDULED SERVICE						ALL SERVICES					
		ANNUAL GROWTH					ANNUAL GROWTH					ANNUAL GROWTH					
YEAR	RPKs	RATE (RPKs)	ASKs	RATE (ASKs)	LOAD FACTOR	RPKs	RATE (RPKs)	ASKs	RATE (ASKs)	LOAD FACTOR	RPKs	RATE (RPKs)	ASKs	RATE (ASKs)	LOAD FACTOR		
1971	173.0	0.0	324.6	0.0	53.3	29.9	0.0	44.8	0.0	66.8	203.0	0.0	369.5	0.0	54.9		
1972	205.7	18.8	372.2	14.6	55.2	39.7	32.0	56.2	25.4	70.6	245.4	20.9	428.5	15.9	57.2		
1973	254.7	23.8	433.3	16.4	58.7	47.5	19.5	68.1	21.1	69.6	302.2	23.1	501.5	17.0	60.2		
1974	281.3	10.4	480.1	10.7	58.5	58.5	23.1	76.5	12.3	76.4	339.8	12.4	556.7	10.9	61.0		
1975	306.5	8.9	526.4	9.6	58.2	71.9	23.0	102.1	33.3	70.4	378.4	11.3	628.6	12.9	60.2		
1976	338.9	10.5	573.7	8.9	59.0	73.1	1.5	106.4	4.2	68.6	412.0	8.8	680.2	8.2	60.5		
1977	378.8	11.7	622.3	8.4	60.8	77.1	5.4	101.1	4.9	76.2	455.9	10.6	723.5	6.3	63.0		
1978	430.0	13.5	682.6	9.6	63.0	84.4	9.5	109.1	7.8	77.4	514.5	12.8	791.7	9.4	64.9		
1979	489.4	13.8	758.2	11.0	64.5	85.9	1.7	109.5	0.3	78.4	575.4	11.8	867.8	9.6	66.3		
1980	519.9	6.2	830.0	9.4	62.6	81.5	-5.1	105.2	-3.9	77.5	601.4	4.5	935.2	7.7	64.3		
1981	549.0	5.6	866.0	4.3	63.3	80.4	-1.3	104.1	-1.0	77.2	629.4	4.6	970.2	3.7	64.8		
1982	553.1	0.7	875.8	1.1	63.1	84.8	5.5	110.6	4.2	76.6	637.9	1.3	986.5	1.6	64.6		
1983	565.0	2.1	891.7	1.8	63.3	84.8	0.0	108.5	-0.9	78.1	649.8	1.8	1,000.2	1.4	64.9		
1984	603.3	6.7	950.3	6.5	63.4	88.5	4.4	114.2	5.3	77.4	691.9	6.4	1,064.6	6.4	64.9		
1985	643.7	6.6	997.1	4.9	64.5	92.6	4.6	112.5	-1.5	82.3	736.3	6.4	1,109.7	4.2	66.3		
1986	695.7	8.0	1,071.0	7.4	64.9	96.9	4.7	117.3	4.3	82.6	792.7	7.6	1,188.3	7.0	66.7		
1987	733.2	5.3	1,127.0	5.2	65.0	101.6	4.8	123.5	5.2	82.2	834.8	5.3	1,250.5	5.2	66.7		
1988	798.1	8.8	1,219.3	8.1	65.4	106.5	4.8	129.8	5.1	82.0	904.7	8.3	1,349.1	7.8	67.0		
1989	868.3	8.7	1,316.6	7.9	65.9	111.6	4.8	135.9	4.6	82.1	980.0	8.3	1,452.6	7.6	67.4		
1990	930.6	7.1	1,402.7	6.5	66.3	116.8	4.5	141.7	4.2	82.3	1,047.4	6.8	1,544.4	6.3	67.8		
1991	984.4	5.7	1,475.6	5.2	66.7	122.1	4.6	147.9	4.3	82.6	1,106.6	5.6	1,623.5	5.1	68.1		
1992	1,063.4	8.0	1,587.8	7.6	66.9	127.7	4.5	155.8	5.3	81.9	1,191.2	7.6	1,743.7	7.4	68.3		
1993	1,143.1	7.4	1,696.4	6.8	67.3	133.5	4.5	162.2	4.1	82.3	1,276.7	7.1	1,858.7	6.6	68.6		
1994	1,229.0	7.5	1,816.4	7.0	67.6	139.8	4.6	168.7	4.0	82.8	1,368.8	7.2	1,985.2	6.8	68.9		
1995	1,321.7	7.5	1,947.3	7.2	67.8	146.3	4.6	177.9	5.4	82.2	1,468.0	7.2	2,125.2	7.0	69.0		
1996	1,421.9	7.5	2,088.4	7.2	68.0	153.1	4.6	185.1	4.0	82.7	1,575.1	7.2	2,273.5	6.9	69.2		
1997	1,529.5	7.5	2,237.4	7.1	68.3	160.4	4.7	195.4	5.5	82.0	1,689.9	7.2	2,432.8	7.0	69.4		
1998	1,645.7	7.6	2,398.4	7.2	68.6	167.9	4.7	206.0	5.4	81.5	1,813.7	7.3	2,604.5	7.0	69.6		
1999	1,771.3	7.6	2,570.4	7.1	68.9	175.9	4.7	215.5	4.6	81.6	1,947.2	7.3	2,785.9	6.9	69.8		

TOTAL

CARGO TRAFFIC — HISTORY AND FORECAST (RTKs IN BILLIONS)

SCHEDULED SERVICES								NONSCHEDULED SERVICES			ALL SERVICES			
	TOTAL	ANNUAL	BP	ANNUAL	BP	FRTR	ANNUAL		ANNUAL		ANNUAL		ANNUAL	
YEAR	RTKs	GROWTH	RTKs	GROWTH	PCT	RTKs	GROWTH	FRTR	GROWTH	FRTR	GROWTH	TOTAL	GROWTH	
		(RTKs)		(RTKs)			(RTKs)	RTKs	(RTKs)	RTKs	(RTKs)	RTKs	(RTKs)	
1971	13.9	0.0	7.9	0.0	56.8	6.0	0.0	1.7	0.0	7.7	0.0	15.6	0.0	
1972	15.5	12.0	9.1	15.4	58.6	6.4	7.4	1.8	9.3	8.3	7.8	17.4	11.7	
1973	17.9	15.3	10.6	16.5	59.2	7.3	13.7	1.5	-20.5	8.8	5.9	19.4	11.5	
1974	19.4	8.2	11.7	10.1	60.2	7.7	5.4	1.5	5.0	9.3	5.3	21.0	7.9	
1975	19.6	0.9	11.8	0.8	60.1	7.8	12.3	1.7	12.2	9.6	3.1	21.4	1.8	
1976	21.9	11.9	13.3	13.2	60.8	8.6	9.9	2.2	27.8	10.8	13.2	24.2	13.2	
1977	24.6	12.0	15.0	12.1	60.9	9.6	11.9	2.7	21.7	12.3	13.9	27.4	12.9	
1978	26.8	8.8	15.9	6.1	59.4	10.8	13.0	2.7	0.3	13.6	10.2	29.5	8.0	
1979	29.0	8.3	17.2	8.5	59.5	11.7	8.1	2.5	-9.7	14.2	4.5	31.5	6.6	
1980	30.6	5.5	18.4	6.8	60.2	12.2	3.6	2.1	-12.7	14.3	0.7	32.8	4.1	
1981	32.6	6.3	20.3	9.9	62.3	12.3	0.8	2.1	-1.8	14.4	0.4	34.7	5.7	
1982	33.2	2.0	20.8	2.8	62.7	12.3	0.7	1.8	-11.6	14.2	-1.1	35.1	1.2	
1983	36.0	8.2	22.9	9.7	63.6	13.1	5.8	1.7	-10.0	14.8	3.7	37.7	7.2	
1984	40.7	12.9	26.5	15.8	65.2	14.1	8.0	1.7	3.9	15.9	7.5	42.4	12.5	
1985	43.8	7.6	29.3	10.6	67.0	14.4	2.0	1.7	0.1	16.2	1.8	45.5	7.3	
1986	46.9	7.1	31.4	7.1	67.1	15.4	6.9	1.8	4.9	17.3	6.7	48.7	7.0	
1987	49.3	5.1	33.0	4.9	66.9	16.3	5.7	1.9	3.9	18.2	5.5	51.3	5.1	
1988	53.4	8.2	35.7	8.2	66.8	17.7	8.4	2.0	4.1	19.7	7.9	55.4	8.1	
1989	57.5	7.7	38.5	7.7	66.9	19.0	7.5	2.0	4.2	21.1	7.1	59.6	7.5	
1990	61.1	6.2	40.9	6.2	66.9	20.2	6.1	2.1	4.2	22.4	5.9	63.3	6.1	
1991	64.4	5.4	43.0	5.2	66.8	21.3	5.7	2.2	3.9	23.6	5.5	66.7	5.3	
1992	69.3	7.6	46.3	7.6	66.8	23.0	7.6	2.3	4.2	25.3	7.2	71.7	7.5	
1993	74.2	6.9	49.5	6.8	66.8	24.6	7.0	2.4	4.2	27.1	6.8	76.6	6.8	
1994	79.2	6.8	52.9	6.7	66.7	26.3	7.0	2.5	4.2	28.9	6.7	81.8	6.7	
1995	84.1	6.1	56.1	6.0	66.7	27.9	6.1	2.6	4.3	30.6	6.0	86.8	6.0	
1996	89.5	6.3	59.6	6.3	66.7	29.8	6.5	2.8	4.3	32.6	6.3	92.3	6.3	
1997	95.2	6.4	63.4	6.3	66.6	31.7	6.5	2.9	4.3	34.6	6.3	98.1	6.3	
1998	101.3	6.4	67.5	6.3	66.6	33.8	6.5	3.0	3.6	36.8	6.3	104.4	6.3	
1999	107.9	6.4	71.8	6.4	66.6	36.0	6.5	3.1	3.6	39.2	6.3	111.0	6.4	

TOTAL U.S.

CARGO TRAFFIC — HISTORY AND FORECAST (RTKs IN BILLIONS)

SCHEDULED SERVICES							NONSCHEDULED SERVICES		ALL SERVICES				
YEAR	TOTAL RTKs	ANNUAL GROWTH	BP RTKs	ANNUAL GROWTH	BP PCT	FRTR RTKs	ANNUAL GROWTH	FRTR RTKs	ANNUAL GROWTH	FRTR RTKs	ANNUAL GROWTH	TOTAL RTKs	ANNUAL GROWTH
		RATE (RTKs)		RATE (RTKs)		RATE (RTKs)	RATE (RTKs)		RATE (RTKs)		RATE (RTKs)		RATE (RTKs)
1971	7.5	0.0	3.5	0.0	46.8	4.0	0.0	1.5	0.0	5.6	0.0	9.1	0.0
1972	8.0	6.1	3.9	10.3	48.7	4.1	2.3	1.6	4.3	5.7	2.9	9.7	5.7
1973	8.8	9.8	4.3	10.0	48.8	4.5	9.5	0.9	-43.5	5.4	-5.7	9.7	0.6
1974	8.9	1.7	4.4	3.8	49.8	4.5	-0.2	0.7	-21.4	5.2	-3.8	9.7	-0.4
1975	8.6	-3.5	4.4	-1.2	50.9	4.2	-5.7	0.6	-16.3	4.8	-7.2	9.2	-4.5
1976	9.1	5.6	4.8	8.7	52.4	4.3	2.4	0.6	13.0	5.0	3.7	9.8	6.1
1977	9.9	9.1	5.3	11.8	53.7	4.6	6.1	1.0	55.9	5.7	13.0	11.0	12.4
1978	10.3	3.5	5.1	-3.8	49.9	5.1	12.2	1.0	-1.9	6.2	9.5	11.4	3.0
1979	10.7	3.7	5.3	3.5	49.7	5.3	4.0	0.9	-8.8	6.3	1.8	11.7	2.6
1980	10.5	-1.4	5.3	-0.2	50.4	5.2	-2.6	1.0	5.7	6.2	-1.3	11.6	-0.8
1981	10.6	0.7	5.5	4.4	52.2	5.0	-2.9	1.0	0.0	6.1	-2.5	11.6	0.6
1982	10.4	-2.0	5.5	-0.6	52.9	4.9	-3.5	1.1	8.3	6.0	-1.5	11.5	-1.1
1983	10.8	3.8	5.6	2.8	52.4	5.1	4.9	0.9	-12.4	6.1	1.7	11.8	2.2
1984	11.8	9.3	6.7	18.8	57.0	5.1	-1.0	1.0	6.5	6.1	0.1	12.9	9.1
1985	12.5	5.8	7.8	16.3	62.6	4.6	-7.9	1.0	4.9	5.7	-5.7	13.6	5.8
1986	13.2	5.1	8.2	5.0	62.6	4.9	5.2	1.1	6.0	6.1	5.3	14.3	5.1
1987	13.6	3.4	8.4	2.6	62.1	5.1	4.7	1.2	4.3	6.3	4.6	14.8	3.5
1988	14.6	7.1	9.0	6.8	61.9	5.5	7.7	1.2	4.7	6.8	7.2	15.9	6.9
1989	15.4	5.3	9.5	5.0	61.7	5.9	5.9	1.3	4.9	7.2	5.7	16.7	5.3
1990	16.0	4.0	9.8	3.7	61.5	6.1	4.5	1.3	4.9	7.5	4.6	17.4	4.1
1991	16.6	3.4	10.1	2.7	61.0	6.4	4.6	1.4	4.5	7.9	4.6	18.0	3.5
1992	17.5	5.6	10.6	5.1	60.8	6.8	6.4	1.5	4.9	8.4	6.1	19.0	5.6
1993	18.5	5.4	11.1	4.8	60.4	7.3	6.2	1.6	4.9	8.9	6.0	20.1	5.3
1994	19.5	5.4	11.7	4.8	60.1	7.7	6.2	1.6	4.9	9.4	6.0	21.1	5.3
1995	20.4	4.7	12.2	4.5	60.0	8.1	5.1	1.7	4.9	9.9	5.1	22.2	4.8
1996	21.4	5.0	12.8	4.6	59.8	8.6	5.5	1.8	5.0	10.4	5.4	23.3	5.0
1997	22.5	5.0	13.4	4.7	59.6	9.1	5.5	1.9	5.0	11.0	5.4	24.4	5.0
1998	23.6	5.0	14.0	4.7	59.4	9.6	5.5	2.0	3.9	11.6	5.2	25.7	4.9
1999	24.8	5.0	14.7	4.6	59.2	10.1	5.5	2.1	3.9	12.2	5.2	26.9	4.9

TOTAL NON-U.S.

CARGO TRAFFIC — HISTORY AND FORECAST (RTKs IN BILLIONS)

SCHEDULED SERVICES								NONSCHEDULED SERVICES		ALL SERVICES				
YEAR	TOTAL RTKs	ANNUAL GROWTH		ANNUAL GROWTH		FRTR RTKs	ANNUAL GROWTH		FRTR RTKs	ANNUAL GROWTH		TOTAL RTKs	ANNUAL GROWTH	
		RATE (RTKs)	BP RTKs	RATE (RTKs)	BP PCT		RATE (RTKs)	RATE (RTKs)		RATE (RTKs)	RATE (RTKs)			
1971	6.3	0.0	4.3	0.0	68.0	1.9	0.0	0.1	0.0	2.1	0.0	6.4	0.0	
1972	7.5	19.1	5.2	19.7	69.2	2.3	17.9	0.2	68.5	2.5	21.1	7.7	20.1	
1973	9.1	21.3	6.3	21.4	69.2	2.8	21.0	0.5	248.0	3.3	32.3	9.7	25.0	
1974	10.4	14.4	7.2	14.4	69.2	3.2	14.4	0.8	49.2	4.0	20.2	11.3	16.4	
1975	10.9	4.8	7.4	2.1	67.4	3.5	11.0	1.1	37.4	4.7	16.5	12.1	7.2	
1976	12.8	16.9	8.5	15.9	66.9	4.2	18.8	1.5	35.8	5.8	23.0	14.4	18.7	
1977	14.6	14.0	9.6	12.2	65.8	5.0	17.7	1.6	6.5	6.6	14.7	16.3	13.2	
1978	16.4	12.4	10.7	11.7	65.4	5.7	13.7	1.7	1.9	7.4	10.7	18.1	11.3	
1979	18.3	11.2	11.9	10.9	65.2	6.3	11.8	1.5	-10.3	7.9	6.7	19.8	9.2	
1980	20.1	9.6	13.1	10.0	65.4	6.9	9.0	1.1	-24.4	8.1	2.5	21.2	7.0	
1981	21.9	9.2	14.7	12.1	67.1	7.2	3.7	1.1	-3.5	8.3	2.7	23.0	8.5	
1982	22.8	4.0	15.3	4.1	67.2	7.4	3.7	0.7	-30.1	8.2	-0.7	23.6	2.3	
1983	25.1	10.2	17.2	12.1	68.4	7.9	6.4	0.7	-6.5	8.6	5.2	25.9	9.7	
1984	28.8	14.5	19.7	14.8	68.6	9.0	13.8	0.7	0.4	9.8	12.7	29.5	14.1	
1985	31.2	8.3	21.4	8.6	68.8	9.7	7.5	0.6	-6.7	10.4	6.5	31.9	7.9	
1986	33.7	7.9	23.2	7.9	68.8	10.5	7.7	0.7	3.1	11.2	7.4	34.4	7.8	
1987	35.7	5.8	24.5	5.7	68.7	11.1	6.2	0.7	3.1	11.8	6.0	36.4	5.8	
1988	38.8	8.6	26.6	8.6	68.7	12.1	8.6	0.7	3.0	12.8	8.3	39.5	8.5	
1989	42.1	8.5	29.0	8.7	68.8	13.1	8.2	0.7	3.0	13.9	7.9	42.9	8.4	
1990	45.1	7.0	31.0	7.0	68.9	14.0	6.8	0.7	3.0	14.8	6.6	45.8	6.9	
1991	47.8	6.0	32.9	6.0	68.8	14.9	6.1	0.8	2.9	15.7	5.9	48.6	6.0	
1992	51.8	8.3	35.7	8.4	68.9	16.1	8.1	0.8	2.9	16.9	7.8	52.6	8.2	
1993	55.7	7.4	38.3	7.4	68.9	17.3	7.4	0.8	2.9	18.1	7.2	56.5	7.3	
1994	59.7	7.3	41.1	7.3	68.9	18.5	7.3	0.8	2.9	19.4	7.1	60.6	7.2	
1995	63.6	6.5	43.8	6.5	68.9	19.8	6.6	0.9	3.0	20.7	6.4	64.6	6.4	
1996	68.0	6.8	46.8	6.7	68.8	21.1	6.9	0.9	3.0	22.1	6.7	68.9	6.7	
1997	72.7	6.8	50.0	6.8	68.8	22.6	6.9	0.9	3.0	23.6	6.7	73.6	6.8	
1998	77.6	6.8	53.4	6.8	68.8	24.2	6.9	1.0	3.0	25.2	6.7	78.6	6.8	
1999	83.0	6.9	57.1	6.8	68.8	25.9	6.9	1.0	3.0	26.9	6.8	84.0	6.8	

TOTAL WORLD

PASSENGER JET AIRCRAFT REQUIREMENT BY GENERIC CLASS

	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	TOTAL
SHORT RANGE 110																	
PERMANENTLY RETIRED			(13)	(100)	(134)	(156)	(141)	(137)	(138)	(93)	(74)	(67)	(77)	(43)	(40)	(18)	(1,231)
ORDERS/OPTIONS		112	60	47	10	5	5										239
GENERIC AIRCRAFT			52	74	106	110	122	92	126	95	164	68	74	80	61	62	1,186
END-OF-YEAR TOTAL	2,270	2,382	2,481	2,502	2,484	2,443	2,429	2,384	2,372	2,374	2,364	2,365	2,362	2,399	2,420	2,464	
SHORT RANGE 160																	
PERMANENTLY RETIRED			(28)	(43)	(54)	(74)	(79)	(76)	(82)	(113)	(76)	(66)	(44)	(42)	(22)	(2)	(801)
ORDERS/OPTIONS		62	48	28	25	41	19	4									227
GENERIC AIRCRAFT			53	84	108	123	144	142	166	185	148	151	117	110	104	80	1,715
END-OF-YEAR TOTAL	1,359	1,421	1,494	1,563	1,642	1,732	1,816	1,886	1,970	2,042	2,114	2,199	2,272	2,340	2,422	2,500	
MEDIUM/LONG RANGE 200																	
PERMANENTLY RETIRED			(8)	(8)	(1)	0	(1)	(8)	(5)	(20)	(15)	(4)					(70)
ORDERS/OPTIONS		95	69	36	24	18	9										251
GENERIC AIRCRAFT			26	34	45	62	54	57	63	63	75	83	58	70	64	70	824
END-OF-YEAR TOTAL	540	635	722	784	852	932	994	1,043	1,101	1,144	1,204	1,283	1,341	1,411	1,475	1,545	
MEDIUM RANGE 270																	
PERMANENTLY RETIRED			(4)	(11)	(8)	(8)	(7)	(8)	(12)	(19)	(31)	(19)	(23)	(37)	(25)	(3)	(215)
ORDERS/OPTIONS		15	9	7													31
GENERIC AIRCRAFT			12	16	30	28	30	18	38	36	40	56	65	72	60	58	559
END-OF-YEAR TOTAL	551	566	583	595	617	637	660	670	696	713	722	759	801	835	871	926	
LONG RANGE 270																	
PERMANENTLY RETIRED								(5)	(3)	(3)	(5)	(6)	(12)	(14)	(17)	(10)	(75)
ORDERS/OPTIONS		6															6
GENERIC AIRCRAFT			9	8	20	25	12	19	35	23	16	25	29	30	34	27	312
END-OF-YEAR TOTAL	310	316	325	333	353	378	390	404	436	456	467	486	503	519	526	553	
MEDIUM/LONG RANGE 400																	
PERMANENTLY RETIRED								(7)	(18)	(21)	(16)	(12)	(16)	(10)	(5)	(7)	(112)
ORDERS/OPTIONS		12	11	1	1	1											26
GENERIC AIRCRAFT			13	3	20	39	31	29	70	64	61	41	44	53	63	71	602
END-OF-YEAR TOTAL	401	413	437	441	462	502	533	555	607	650	695	724	752	795	853	917	
MEDIUM/LONG RANGE 600																	
PERMANENTLY RETIRED																	
ORDERS/OPTIONS																	
GENERIC AIRCRAFT							4	1	8	13	26	34	40	39	35	39	239
END-OF-YEAR TOTAL							4	5	13	26	52	85	126	165	200	239	
TOTAL																	
PERMANENTLY RETIRED			(53)	(162)	(197)	(238)	(228)	(241)	(258)	(269)	(217)	(174)	(172)	(146)	(109)	(40)	(2,504)
ORDERS/OPTIONS		302	197	119	60	65	33	4									780
GENERIC AIRCRAFT			165	219	329	387	397	358	506	489	430	458	427	454	421	407	5,437
END-OF-YEAR TOTAL	5,431	5,733	6,042	6,218	6,410	6,624	6,826	6,947	7,195	7,405	7,618	7,902	8,157	8,465	8,777	9,144	



REPORT NO. CI-901-8000
SEPTEMBER 1985

DOUGLAS AIRCRAFT COMPANY

3865 Lomewood Boulevard, Long Beach, California 90801 (213) 533-6811

MCDONNELL DOUGLAS

PRINTED IN U.S.A. 9/85 S-1959